

Background

Since 2008, the Patrick Administration, through the Executive Offices of Housing and Economic Development (EOHED), Energy and Environmental Affairs (EOEEA) and the Massachusetts Department of Transportation (MassDOT), has partnered with Regional Planning Agencies (RPAs) and municipalities to create Land Use Priority Plans (LUPP). LUPPs serve as the cornerstone of the Administration's Planning Ahead for Growth Strategy – a strategy that consists of four core elements: 1) *identifying* promising places for growth and preservation, 2) *creating* prompt and predictable zoning and permitting, 3) *investing* in public infrastructure to support growth in promising places, and 4) *marketing* priority locations to businesses and developers. LUPPs are the result of a bottom-up, highly participatory process used to identify local, regional and state priorities for development and preservation. The priority areas identified in these plans serve as a framework for focusing public investment, technical assistance and private action to encourage land development and preservation that is consistent with local desires, regional considerations and statewide goals.

To date, four Land Use Priority Plans have been completed in Massachusetts, encompassing 91 of the Commonwealth's 351 municipalities. The four previously completed LUPPs include:

- the South Coast Rail Economic Development and Land Use Corridor Plan (2008)¹
- the 495/MetroWest Development Compact Plan (2011)²
- the Merrimack Valley Regional Plan (2013)³
- the Metro North Land Use Priority Plan (2014)⁴

With the addition of the 32 Central Massachusetts Regional Planning Commission (CMRPC) municipalities that were not previously included in a LUPP (eight CMRPC communities were included in the 495/MetroWest Compact), a total of 123 municipalities will be included in a Land Use Priority Plan as of December 2014. Figure 1 shows the geographic extent of these regional planning efforts.

¹ <http://www.southcoastrail.com/>

² <http://www.mass.gov/hed/economic/eohed/pro/planning/metrowest/>

³ <http://www.mass.gov/hed/economic/eohed/pro/planning/merrimack/>

⁴ <http://www.mapc.org/MetroNorth>

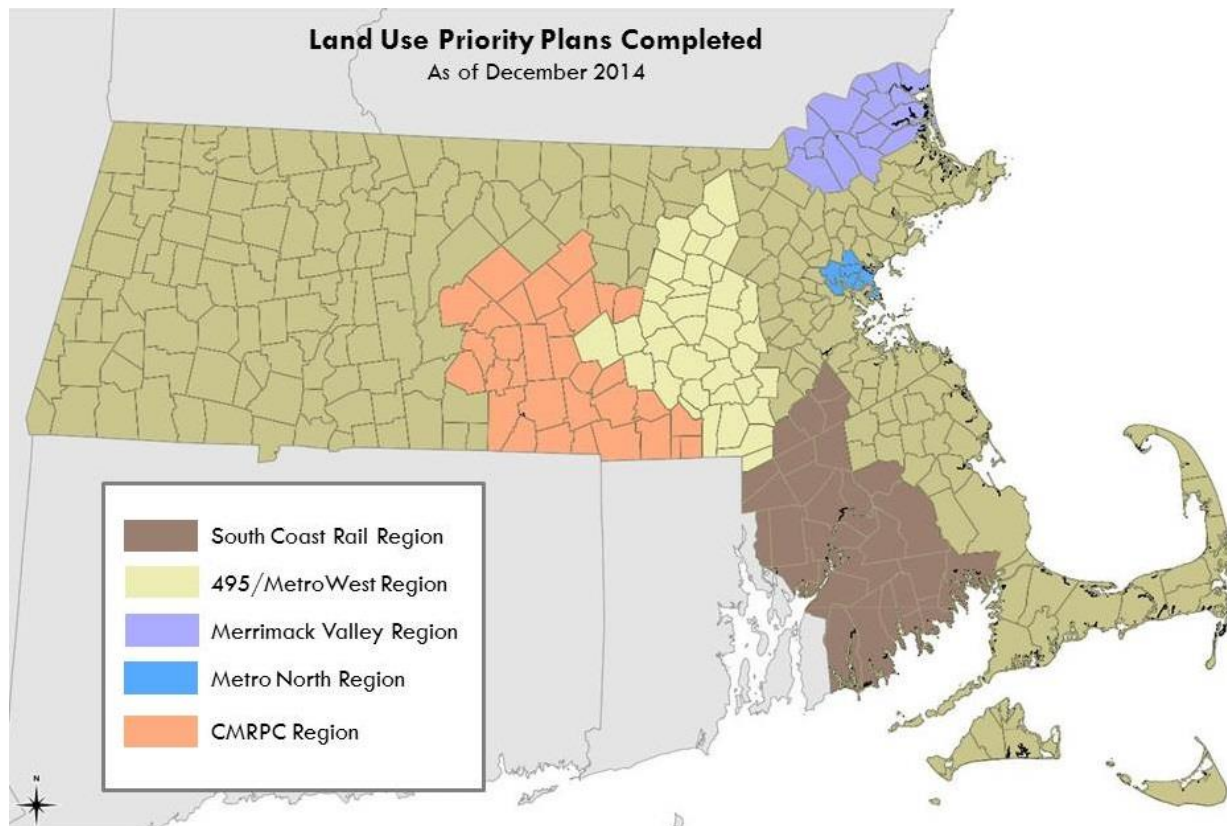


Figure 1 – Land Use Priority Plans Completed through December 2014

Project Overview

Having already identified priority development and preservation areas for eight of its member communities in the 495/MetroWest Compact, CMRPC undertook three separate prioritization projects between 2012 and 2013, in order to identify priority areas in each of its 40 municipalities.

The Blackstone Valley Prioritization Project⁵, the Central-13 Prioritization Project⁶, and the Rural-11 Prioritization Project⁷ were the three initiatives in this program that led to the entire region establishing priorities at the local, regional and state level. The planning process for these initiatives was modeled after recent projects, including: the South Coast Rail Corridor Plan and the 495/MetroWest Development Compact. Each of these efforts was developed in collaboration with local, regional and state stakeholders and included representation from both the public and private sector to form the framework for decision-making in land use regulation and infrastructure investment in the region over the next 20 years.

The 495/MetroWest Compact, in particular, established a set of shared principles for state, regional, and local strategies for the growth, development, and land preservation efforts in the 37 cities and towns

⁵ <http://www.cmrpc.org/bvpp>

⁶ http://www.cmrpc.org/central_pp

⁷ <http://www.cmrpc.org/rural11pp>

that comprised the 495/MetroWest Compact Region. These fundamental principles were carried through to each CMRPC Prioritization Project as well.

The six (6) fundamental principles informing this framework are:

- Continued new growth will likely require major transportation and other infrastructure upgrades, beyond what is needed to keep existing systems in good repair.
- New commercial and residential growth must occur in a manner that is respectful of open space resources, transportation networks, and water resources in the region.
- Land use and transportation decisions must take into account the principles established by the Global Warming Solutions Act, the Clean Energy and Climate Plan, the transportation re-organization statute and GreenDOT Initiative.
- Workforce housing must continue to be produced and preserved within the region at a scale that allows the number of workers living in the region to keep pace with the number of new jobs created in the region.
- Sustainable new growth will involve the creation and maintenance of well planned-transportation networks and, where available, an effective public transit system that will coordinate with and build on existing transportation and, where available, transit systems.
- Coordinated planning and implementation efforts are necessary, particularly where jurisdictions and boundaries intersect.

These general principles served as the foundation for the planning and growth strategy, and preservation approach, utilized in each sub-regional study. To advance this regional approach, a key aspect of this process was to build consensus with the broadest possible audience with these guiding principles, ultimately creating an appropriate framework for the project.

Subregional Prioritization Projects

The 495/Metrowest Development Compact (2011) included 37 communities, including the following eight (8) municipalities in the CMRPC Region:

- | | |
|----------------|---------------|
| • Berlin | • Shrewsbury |
| • Grafton | • Upton |
| • Hopedale | • Westborough |
| • Northborough | • Worcester |

The Blackstone Valley Prioritization Project (2012) included the 11 communities of the Blackstone Valley. (Grafton, Upton, and Hopedale were also included in the 495/Metrowest Compact Prioritization Process Project.)

- Blackstone
- Douglas
- Grafton
- Hopedale
- Mendon
- Millbury

- Millville
- Northbridge
- Sutton
- Upton
- Uxbridge

The Central 13 Prioritization Project (2012) included the 13 suburban communities to the south, west, and north of Worcester.

- Auburn
- Boylston
- Charlton
- Dudley
- Holden
- Leicester
- Oxford

- Paxton
- Southbridge
- Spencer
- Sturbridge
- Webster
- West Boylston

The Rural 11 Prioritization Project (2013) included the 11 rural communities to the southwest, west and north of the Central 13 subregion.

- Barre
- Brookfield
- East Brookfield
- Hardwick
- New Braintree
- North Brookfield

- Oakham
- Rutland
- Princeton
- Warren
- West Brookfield

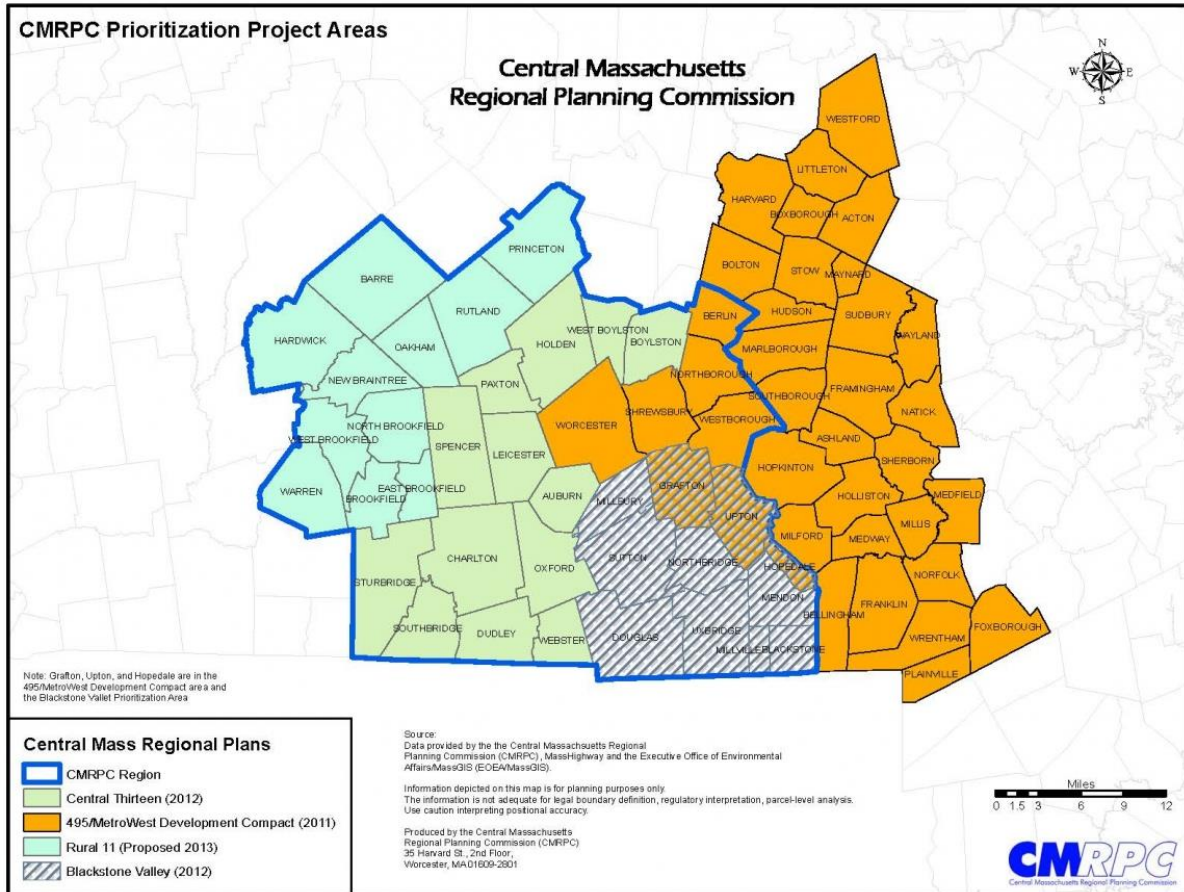


FIGURE 2 - CMRPC PRIORITIZATION PROJECT AREAS

Process Summary

The methodology used for each Prioritization Project had several components, including local and regional meetings, identification of priority areas and investments, and a screening process to determine which priorities at the local/municipal level were also significant at the regional and state levels. This planning process was constructed as an ongoing conversation between local and regional priorities. The final list of regionally significant PPAs and PDAs contained in this report represents a collective body of knowledge compiled from multiple sources using a diverse array of methods and media.

Public outreach for the project included the creation of project websites. The project websites remained accessible throughout the duration of the projects at www.cmrpc.org. The webpages served as the repository for all project based information, background materials, a meeting calendar, maps, PowerPoint presentations, contact information, a public comment portal, etc. Additionally, information about public meetings was distributed to media outlets serving the project communities, as well as to area legislators, Mass Audubon distribution lists, and other lists of advocacy groups working in the region. The existing networks within the region were instrumental in distributing information and promoting the various meetings and regional forums to their various membership and distribution lists.

The Blackstone Valley, Central 13 and Rural 11 projects were each funded by the District Local Technical Assistance (DLTA) program.

The seven (7) key steps in the planning process for each of the CMRPC prioritization projects were:

1. Conduct Initial Research
2. Meet with Community Leaders/Planners and Prepare Draft Maps
3. Conduct Local Public Meetings
4. Regional Public Forums
5. PDA and PPA Roundtable Discussion
6. Determining Regional Significance
7. Regional Public Presentation

Step One: Conduct Initial Research

The first step in the project process was to do initial research on each town in the study area. This included a review of existing municipal reports, plans, studies, and documents such as:

- Master Plan or Community Development Plans
- Zoning bylaws; multi-family housing, cluster/Open Space Residential Development (OSRD), inclusionary zoning, etc.
- Subsidized Housing Inventory status (MGL 40B)
- Priority Development Sites (MGL 43D)
- Open Space and Recreation Plans
- Heritage Landscape Inventories; Reconnaissance Reports
- Any other neighborhood studies or reports

These documents were reviewed to determine key goals that the towns had for preservation and development, specific locations where each was desired, and information on major transportation needs and initiatives. These areas were then noted or hand drawn onto draft base maps, so that the project planners had a sense of what the communities were already thinking about in terms of planning for preservation and development. To initiate the local dialogue, project planners then scheduled informal meetings with a variety of community leaders in each municipality.

Step Two: Meet with Community Leaders/Planners and Prepare Draft Maps

The next step in the process was to receive feedback from the local representatives relative to the preliminary list of findings identified through the research phase. At the initial meeting with the community leaders, the project planner(s) explained the background and goals of the project. Where

[illegible]

Step Three: Conduct Local Public Meetings



Each municipality was tasked with publicizing the meeting throughout the community. This included inviting residents and businesses, staff, and members of boards and committees as well as posting a meeting notice.

At each public meeting, the CMRPC staff presented the project background and goals of the CMRPC LUPP effort. This was followed by a presentation of the maps and a discussion about development and preservation priorities, as well as infrastructure needs identified by the town. It was considered very important to be sure that any gaps in information were identified so that the community's priorities were as accurately gathered and mapped as possible. During these meetings, the public was also notified about future meetings including Regional Forums.

Follow-up to the public meetings varied from community to community. In many cases, emails and/or telephone calls were exchanged with community leaders to ensure accuracy, and revisions to the maps were subsequently made.

Step Four: First Regional Public Forums

A key step in this regional planning process was to hold a Regional Public Forum and solicit input from residents, businesses, municipal staff and officials and other stakeholders in a format that allowed participants to think beyond town boundaries. The First Regional Forum was held in the subregion at a school, restaurant, or town hall after initial mapping of the locally identified priorities.

A flyer was created for the first public forum and was sent to community planners, municipal staff and known organizations for their use in publicizing the meeting. Public outreach and information about the forum was also distributed to identified groups (e.g., Mass Audubon, East Quabbin Land Trust) and media outlets. Specific outreach through phone calls, emails and site visits was also performed to community organizations in the project area.

The forum featured an open house to allow attendees to review various maps and meeting materials and ask questions about the project prior to the formal presentation. The maps included the locally identified PDAs and PPAs as well as other geographic information for the entire study area, including: water and environmental resources, land use, environmental justice areas, transportation resources, and BioMap2⁸ data sets.

A formal presentation followed the open house and provided attendees with baseline information about the subject region such as demographic, employment, commuting patterns, and housing trends. This information was also presented on the project websites.

⁸ BioMap2 is a product of the Massachusetts Natural Heritage and Endangered Species Program (NHESP) and the information is a combination of numerous pieces of geospatial data about the state's species and the ecosystems and landscapes that support them. http://www.mass.gov/dfwele/dfw/nhesp/land_protection/biomap/biomap_home.htm.

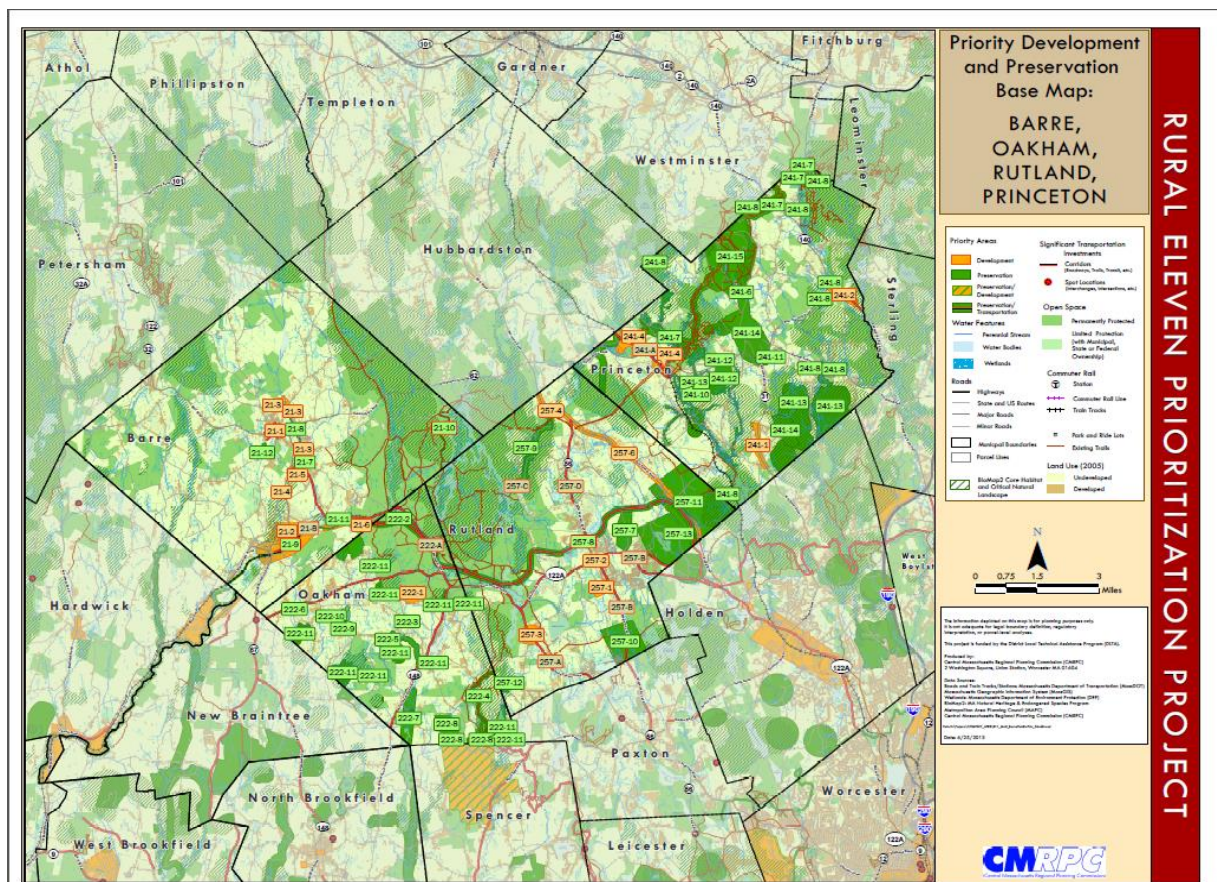


FIGURE 4 - EXAMPLE OF MULTI-MUNICIPAL MAP FROM THE REGIONAL PUBLIC FORUM

Prioritizing PDAs and PPAs on a regional level was an important concept to present and discuss with attendees. Following the presentation of the baseline demographic and economic data, a table exercise was used to introduce the regional concepts for prioritization (e.g., land use, transportation infrastructure, the location of environmental justice populations). These and other concepts were mapped on multi-municipal maps with three to four adjacent towns. Participants were asked to review the concepts and provide input on how they would direct limited public financial resources to the PDAs and PPAs based on these concepts. The input was captured through comments and other mark-ups on the maps that illustrated the locally-identified priority areas and infrastructure investments for the groups of three to four municipalities. Participants were also asked to identify additional concepts that they believed ought to be used in determining regionally-significant priorities.

Forum attendees were also encouraged to submit additional comments, either on a comment form which was made available at the forums, or through the project website.



FIGURE 5 - JUNE 2013 RURAL-11 REGIONAL FORUM

Step Five: Regional Screening - PDA and PPA Roundtable Discussion

In addition to the subregional forums, the project team convened meetings with small stakeholder groups (town planners, conservation and economic development proponents, and others with significant understanding of the subregion) to garner additional input and expertise regarding identified priorities and the regional screening process. As experienced planning and conservation professionals, and being knowledgeable not only about their communities but also about the region, it was extremely valuable to discuss the priority areas from a regional perspective.

The group analyzed the locally identified PDAs from a market feasibility and development potential perspective, and analyzed the locally identified PPAs with an eye to connectivity, habitat and resource value, recreational opportunities, and groundwater protection. This dialogue provided meaningful feedback on many issues. The discussion identified certain subregional themes.

As with input from the forums, comments and recommendations from the region's planners were incorporated into the regional screening process and informed the final list of regionally-significant priority areas.

Step Six: Determining Regional Significance

A regional screening process was performed by CMRPC for the locally identified Priority Preservation Areas (PPAs), Priority Development Areas (PDAs) and the combination of Priority Preservation/Development Areas (PPA/PDA) to determine which areas are regionally significant. In addition, relevant Infrastructure Investments which could be important in facilitating development of the PDAs were identified but not prioritized.

In this context, locally-significant priority areas were screened through parallel processes that utilized multiple sources of data and public input. The Regional Screening Criteria were used to guide the assessment of how the various areas align with regional and state priorities for development,

preservation and infrastructure investment. A complete list of the Regional Screening Criteria is contained in **Appendix B, List #1**.

Examples of regional criteria for screening the PDAs are:

- Is the area on or adjacent to already developed areas?
- Is infrastructure (transportation, water, and sewer) available to serve the area?
- Does the development area serve multiple communities?
- Does the development potential include opportunity for housing?

Examples of regional criteria for screening the PPAs are:

- Is the area in, or does it connect to, a wellhead or water supply protection area?
- Does the area contain prime farmland soils? Is it a working farm?
- Does the area connect to other permanently protected land?

Step Seven: Regional Public Presentation

Similar to the First Regional Public Forum, a Second Regional Public Presentation (with an open house portion) was held to summarize the process and present the results of the regional screening process, as well as recommendations and next steps. Like the first, the Second Regional Public Presentations were held in the evening to attract the broadest attendance.

In addition to general outreach through email, the web and media outlets, specific outreach was again conducted to municipal boards and commissions as well as community organizations in the subregion.

The presentation provided background on the study and then reviewed the regional screening process and results, in addition to a discussion about two growth approaches. The presentation discussed the potential outcomes from one approach that used the entire set of locally identified priority areas (Distributed Growth approach) and one that used just the regionally significant priority areas (Regional Priorities Growth approach) to show the issues and opportunities that could result from different development patterns.

Finally, the presentation included a panel discussion of the general findings of the study and the concept of a plan and a future vision or identity for the region. The moderated panel discussion included participation from a variety of topical experts on economic development, preservation and conservation, transportation, infrastructure, and business interests.

In each forum, the panelists supported the regional approach to prioritizing areas for development and preservation. Similarly in each forum, there was discussion of developing a shared vision for the region. The foundations for a larger discussion around goals, objectives, and a “Vision” were set at these regional meetings. A final report was the culmination of each prioritization project.

Rural -11 Prioritization Project 2013



Figure 6 - Sample Summary/Timeline of Subregional Prioritization Project

Summary of Results

Local and Regional Priority Areas

Table 1 below shows the number of local priority development and preservation areas by subregion.

Table 1: Local PDAs and PPAs by Subregion

Prioritization Project	# of PDAs	# of PPAs
Blackstone Valley	65	52
Central 13	69	89
Rural 11	73	102
Total (CMRPC LUPP)	207	243

Table 2 below shows the number of regionally-significant priority development and preservation areas by subregion.

Table 2: Regional PDAs and PPAs by Subregion

Prioritization Project	# of PDAs	# of PPAs
Blackstone Valley	37	34
Central 13	45	84
Rural 11	29	102
Total (CMRPC LUPP)	111	220

Appendix A, List #1 contains all of the local and regional priority areas in a town-by-town listing.

Summary of Themes

During each subregional project, several important themes were identified that informed the selection of priority development and preservation areas, in addition to revealing a shared sense of identity for the groups of communities. Below are summaries of the key themes identified in the three most recently completed prioritization projects.

Blackstone Valley

1. Villages and town centers
2. Areas that include or propose housing
3. Mills
4. Interchanges
5. Working farms
6. Connected Preservation Areas
7. Blackstone River Bikeway and the Blackstone Canal

The history of the Blackstone Valley provides a sense of identity to the towns in the river valley. Through this planning process the importance of village and town centers as the hubs of civic life was established, as was the need to house an increasingly diverse population. While the region's mills have changed since the industrial revolution, their continued prominence in Blackstone Valley communities is evident and will require additional resources for redevelopment. As highways have expanded around the region's town centers, work places and countryside, the interchanges that mark their crossroads must be weaved into the picture in a thoughtful manner. The Blackstone Valley is tied to its connection on the river, but farms and conservation areas are also essential to maintaining the regions cultural and natural heritage.

Central 13

1. Areas that include or propose housing
2. Villages and town centers
3. Redevelopment, infill, and adaptive re-use
4. Industrial development and manufacturing
5. Interchanges
6. Farmland and working farms
7. Connected Preservation Areas
8. Multi-town regional trails

The Central 13 communities share a lot in common as "bedroom" communities or suburbs of the City of Worcester and, as such, a top priority is to create areas that include or propose housing. Unlike the Blackstone Valley, the Central 13's identity is defined not by the work environment but by the residential environment. Industrial development and redevelopment opportunities are abundant in the Central 13 subregion; however, connections to the working landscape and the ability to enjoy the region's natural heritage in conservation areas and trails are essential to residents' well-being.

Rural 11

1. Town and village centers

2. Looking at development and preservation areas together so that they can co-exist and benefit from one another in many cases
3. Mill and brownfield redevelopment projects
4. Agriculture and woodlot productivity
5. Tourism
6. Water and wastewater infrastructure needs
7. The history and landscape value of the region

The Rural 11 project was notable for its focus on agriculture, described and defined as working landscapes. This allowed project partners to take the themes and focus on a sector of the economy that defined the area and that partners were interested in supporting and growing. Additionally, the Rural 11 study was distinguished from prior prioritization projects with the inclusion of specific goals and actions that carry out the thematic focus and provide a consistent program for achievement which is expected to enhance the potential for success.

State Priority Areas

The final step in this planning process was to identify a subset of the regional priority areas that would constitute the state priority development and preservation areas. CMRPC provided the final list of regionally-significant PDAs and PPAs to EOHED and EEA. Both state agencies then ran the regional sites through their own quantitative and qualitative screening and consulted with MassDOT about the proposed sites. The process initially resulted in the selection of 13 proposed state PDAs and 215 proposed state PPAs. On July 30th, this list was discussed and feedback collected at a public meeting, resulting in minor changes to the state list. The final list of State PDAs can be found in **Appendix A, List #2**. The final list of State PPAs is included in **Appendix A, List #1**. Also, a map of the CMRPC state priority areas is included as **Appendix A, Map #1**. The following sections provide more detail about the criteria and screening process used to identify state priority development and preservation areas.

Priority Development Areas

Of the 207 locally-designated Priority Development Areas in the Blackstone Valley, Central 13 and Rural 11 Prioritization Projects, CMRPC determined 111 sites to be regionally-significant. In order to evaluate these 111 regional PDAs objectively and to identify those that 1) have the most potential to support significant new growth, and 2) support the Commonwealth's Sustainable Development Principles, EOHED utilized a combination of GIS analysis and qualitative input collected at regional public forums.

First, EOHED divided the 111 regional PDAs into two (2) broad categories based on the desired type of development at each site – as indicated by the community during the local process. The two categories were: Mixed-Use Development (including town center and mill redevelopment opportunities) and Industrial/Business Park Development.

Next, EOHED created a tailored scoring system, similar to the one used by the Metropolitan Area Planning Council (MAPC), Old Colony Planning Council (OCPC) and the Southeastern Regional Planning and Economic Development District (SRPEDD) in the 5-year update of the *South Coast Rail Corridor*

*Plan*⁹, to reflect the factors most important to each development type. For example, sidewalks were considered to be important for sites in the mixed-use development category, but less so for those in the industrial/business park category. Therefore, sidewalks (as well as the other indicators included in the *Healthy Places* criteria score) were only factored into composite scores for PDAs in the mixed-use category.

Figure 7 below depicts how *indicators* were combined to produce *criteria scores* for each site, and criteria scores were combined to produce a *composite score* for each site. The top-scoring sites for each development type were then screened using a GIS tool developed by EOEEA in order to identify the most promising places to promote sustainable growth; that is, places determined to have significant growth potential, in locations consistent with smart growth principles (e.g. in town centers and/or near public transit) that protect the region's open spaces and natural heritage.

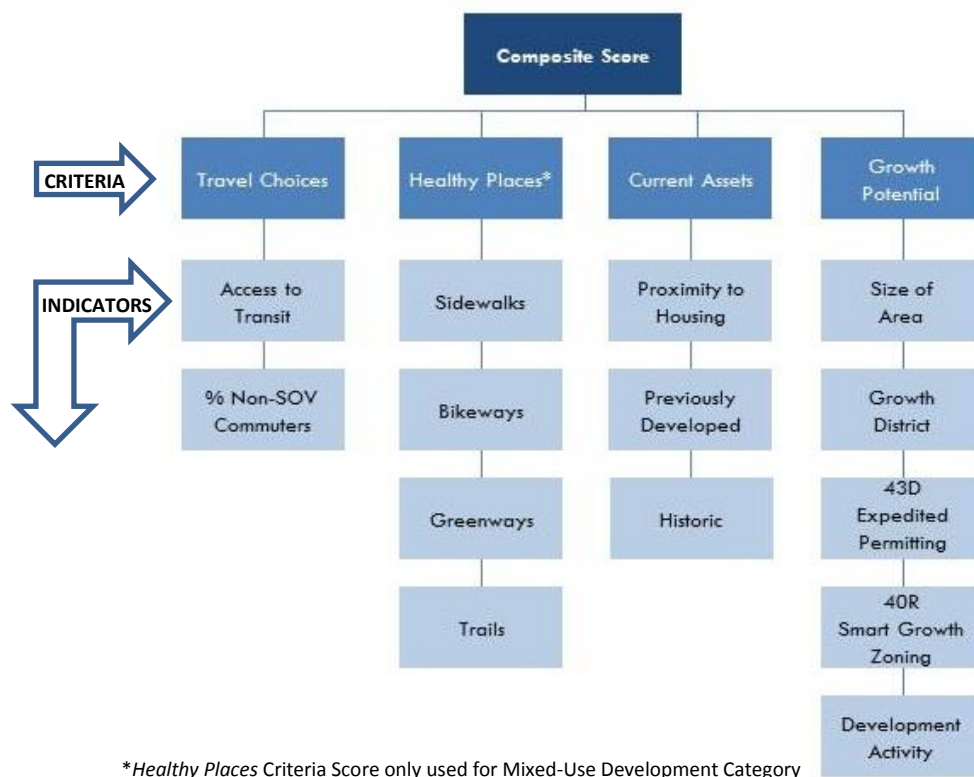


Figure 7: Diagram of Indicators and Criteria Used in State PDA Analysis

Based on the results of the GIS analysis, a draft list of state-level PDAs was presented to regional stakeholders at a meeting on July 30, 2014 at CMRPC's offices. Comments about the state list were collected at the meeting during breakout group discussions, as well as after the meeting on comment cards provided by project staff. Notes from the breakout group discussions are included as **Appendix C**.

⁹ <http://www.srpedd.org/scr-update>

After incorporating the feedback received at the July 30th meeting and via comment cards, state agencies approved a final list of state-level priority development areas for the CMRPC region. Table 3 below includes a list of the state-level priority development areas from all four (4) CMRPC prioritization projects.

Table 3: State-Level PDAs in CMRPC Region

	PDA Name	Municipality	Regional ID	Prioritization Project
1	Grafton Science Park 43D	Grafton	110-3	495 & Blackstone Valley
2	Cen-Tech Park 43D	Grafton	110-4	495 & Blackstone Valley
3	Fisherville 40R	Grafton	110-9	Blackstone Valley
4	Canal Street Redevelopment Area	Millbury	186-4	Blackstone Valley
5	Felter's Mill	Millbury	186-5	Blackstone Valley
6	West/River Street	Millbury	186-12	Blackstone Valley
7	Howe Ave.	Millbury	186-13	Blackstone Valley
8	Whitinsville PDA	Northbridge	216-2	Blackstone Valley
9	Cen-Tech East	Shrewsbury	271-6	495/MetroWest
10	Southbridge Business Center	Southbridge	278-1	Central 13
11	Urban Renewal Area	Southbridge	278-2	Central 13
12	Globe Village	Southbridge	278-3	Central 13
13	Town Center	Spencer	280-3	Central 13
14	Commercial Tourist District	Sturbridge	287-8	Central 13
15	Town Center	Webster	316-1	Central 13
16	43D at I-495/Route 9	Westborough	328-3A	495/MetroWest
17	43D at I-495/Route 10	Westborough	328-3B	495/MetroWest
18	43D at I-495/Route 11	Westborough	328-3C	495/MetroWest
19	43D at I-495/Route 12	Westborough	328-3D	495/MetroWest
20	43D at I-495/Route 13	Westborough	328-3E	495/MetroWest
21	TOD: Commuter Rail Station	Westborough	328-5	495/MetroWest
22	Worcester Corporate Center	West Boylston	321-5	Central 13
23	Downtown, City Square	Worcester	348-1	495/MetroWest

Priority Preservation Areas

Turning to consideration of natural resources, to help the Commonwealth review the regional PPAs and PDAs for environmental impacts EEA utilized an updated version of a GIS analysis first created five years ago by the Commonwealth, land trusts and other conservation organizations for the South Coast Rail Corridor Plan. This analysis synthesized mapping of a variety of natural resources to produce a single weighted combination of factors that represents the areas of highest conservation priority.

Updates to the GIS analysis methodology for the CMRPC region, consideration of CMRPC conservation priorities, and screening of regional PPAs and PDAs were completed in consultation with the state Interagency Lands Committee (ILC), several experts from land conservation groups active in the CMRPC region, and representatives of the Executive Office of Housing and Economic Development and the Massachusetts Emergency Management Agency. The ILC consists of staff responsible for the land conservation efforts of the Executive Office of Energy and Environmental Affairs and the Departments of Agriculture, Conservation and Recreation (including the Watershed Division), Environmental Protection, and Fish and Game. Input on conservation priorities was also provided by the Greater Worcester Land Trust, East Quabbin Land Trust, Blackstone Valley National Heritage Corridor Coalition, and the MassConn Sustainable Forest Partnership.

In regard to process, EEA first solicited input from the Interagency Lands Committee and the conservation groups and agencies on the GIS data layers and their weighting. Changes to the list of layers and their weighting were necessary to address differences in the natural resources and development patterns of the regions (such as the prevalence of farming in the western part of the CMRPC region) and to include new GIS data. A list of GIS data layers used and their relative weighting is included as **Appendix B, List #2**. In addition, a map derived from this analysis is included as **Appendix B, Map #1**. This map shows in purple and pink cross-hatching lands with the highest 10% and 20% of scores, respectively (i.e. the land of highest natural resource value).

Having taken into consideration input received on the methodology, EEA's GIS staff completed the top 20% of scores map and a meeting of the state agencies and conservation organizations was held on February 12, 2014 to provide recommendations regarding which priority areas were appropriate for inclusion on the State Land Use Priority Plan. In that meeting the group utilized the mapping and GIS data layers to examine the Blackstone, Central 13 and Rural 11 preservation & development priorities for their impact on natural resources and their consistency with the Massachusetts Sustainable Development Principles.

An issue that surfaced during this review of the regional priorities was that a number of areas of significant natural resource value, though adjacent to local or regional PPAs, were not included. This concerned EEA and the environmental agencies because once the LUPP was released they would be required to consider the consistency of their actions and investments with the Plan. Should areas that their environmental stewardship mission called for conserving be left off the Plan, they would not receive the funding preference agencies felt was warranted, and any conservation that occurred would not be explicitly consistent with the LUPP. Thus, it was important to see if these areas could be added in order to enhance the Plan's credibility and utility.

However, expanding preservation priority areas at the state level does not occur without additional approvals. Thus, in order to be certain that all three levels of government supported expansion of these preservation areas EEA and EOHED discussed desired changes with CMRPC staff and community planners at a meeting held on February 20, 2014 in CMRPC's offices. Thereafter EEA reviewed them first with CMRPC, and having received their support, with the relevant communities. Ultimately, nine priority preservation areas were expanded, with the endorsement of their host community, to include adjacent lands of high natural resource value.

The most prominent additional change resulting from comments received was the inclusion of the entire length of three long-distance corridors as they traverse central Massachusetts as preservation/transportation priorities – the Blackstone River Bikeway, the Mass Central Rail Trail, and the Mid-State Trail. Also, three shorter trail connections between Moore State Park and the Mid-State Trail, Paxton and Worcester, and Holden and Worcester suggested by the Greater Worcester Land Trust were added as preservation priorities, with the assent of the local communities. Finally, inclusion of a local priority preservation area in Auburn (farmland) and the inclusion and expansion of another in Oakham (land connecting Moore State Park and several other areas of protected open space) was suggested and approved regionally and locally.

As with the state PDAs, a draft list of state PPAs was presented at a broadly publicized public meeting at CMRPC's offices on July 30, 2014 and comments solicited. After incorporating the feedback received at the July 30th meeting and via comment cards, state agencies approved a final list of 220 state-level priority preservation areas for the CMRPC region.

Conclusion

The CMRPC region stands to benefit greatly from increased coordination among local, regional and state actors. This report facilitates coordination by identifying priority locations for growth and preservation that are consistent with municipal desires, regional considerations and statewide goals. Incorporating these priorities into future land use decisions will result in a more sustainable and prosperous region for residents of the 43 CMRPC communities, as well as all citizens of the Commonwealth.

To assist communities in planning ahead for growth and preservation, a list of available resources has been included as **Appendix D**. These resources are available to all CMRPC communities that seek planning assistance to implement the goals of this or other regional land use plans for the CMRPC region.

Appendix A: Priority Areas

List #1: Local, Regional and State Priority Areas by Town

Auburn

ID	Title	Type	Local	Regional	State
17-1	Auburn Industrial Park	Development	1	1	
17-2	Route 12 Gateway District	Development	1	1	
17-3	Drury Square village district	Development	1	1	
17-4	Route 12 PDA	Development	1	1	
17-5	Prospect Hill	Preservation	1	1	1
17-6	Leicester Street solar	Preservation/ Development	1		
17-7	"Dartmouth" parcel - Rte. 20 Industrial Area	Development	1	1	
17-8	Trail Connection-Wellington Brook	Preservation	1	1	1
17-A	Sword Street drainage - Auburn Industrial Park	Significant Infrastructure Investment	1		
17-B	Intersection of Route 12 and Route 20	Significant Transportation Investment Spot Location	1		
17-C	Route 12 reconstruction	Significant Transportation Investment Corridor	1		
17-D	I-290 Interchanges	Significant Transportation Investment Spot Location	1		

Barre

ID	Title	Type	Local	Regional	State
21-1	Barre Common (North, Middle and South)	Development	1	1	
21-2	South Barre Mill Village & Barre Plain Com. Ind. Areas	Development	1	1	
21-3	Prince River Corridor Commercial Sites	Development	1		
21-4	Pine Ridge Snow Park (former)	Development	1		
21-5	Route 32 Route 122 Business Commercial Area	Development	1	1	
21-6	Rockwerx	Development	1		
21-7	Insight Meditation Center Campus	Development	1		
21-8	Barre Landfill	Preservation/ Development	1		

21-9	Possible Housing Dev. opportunities on Town Farm Rd.	Development	1		
21-10	Stetson Home Campus	Development	1		
	Mass Central Rail Trail	Preservation/ Transportation	1		
21-11	Felton Field	Preservation	1	1	1
21-12	Prince River Corridor	Preservation	1	1	1
21-13	Mass Central Rail Trail (Infrastructure/Preservation)	Preservation	1	1	1
21-14	Mid State Trail (preservation only)	Preservation	1	1	1
21-15	Millers Beach	Preservation	1	1	1
21-16	Morrisette Farm	Preservation	1	1	
21-17	Ware River, improved access and dam usage	Preservation	1	1	1
21-18	Moose Brook Core Habitat	Preservation	1	1	1
21-19	Old Barre Reservoir	Preservation	1		
21-20	International Snowmobile Trail	Preservation	1	1	1
21-A	South Barre Water Main Project	Infrastructure	1		
21-B	Route 122 Byway Improvements and Signage	Infrastructure (Transportation)	1		
21-C	Drainage improvement project	Infrastructure	1		
21-D	Three (3) phase electric	Infrastructure	1		
21-E	Information Technology infrastructure	Infrastructure	1		
21-F	Increased sewer capacity	Infrastructure	1		
21-G	Mass Central Rail Trail	Infrastructure (Preservation /Transportation)	1		1

Berlin

ID	Title	Type	Local	Regional	State
28-1	Solomon Pond Mall	Development	1		
28-2	Riverbridge	Development	1		
28-3	Pisgah Property (050-017)	Preservation	1	1	1
28-4	Rainville Farm (090-002)	Preservation	1	1	1
28-5	Potas Farm (140-011)	Preservation	1	1	1
28-6	Carter/Highland Street Property (150-018,027)	Preservation/ Development	1		
28-7	Great Oak Farm	Preservation	1	1	1
28-10	Area of Interest - scenic views and habitat	Preservation	1		
28-11	Area of Interest - scenic views	Preservation	1		
28-12	Historic Village Center A	Preservation	1		
28-13	Historic Village Center B	Preservation	1		

28-14	Historic Village Center C	Preservation	1		
28-15	Historic Village Center D	Preservation	1		
28-16	Private Ag or Forestry 61A (150-41-2)	Preservation	1	1	1
28-17	Private Ag or Forestry 61A (103-3)	Preservation	1		
28-18	Private Ag or Forestry 61A (200-48)	Preservation	1	1	1
28-19	Private Ag or Forestry 61A (200-49)	Preservation	1	1	1
28-20	Private Ag or Forestry 61A (200-56)	Preservation	1	1	1
28-21	Private Ag or Forestry 61A (250-1)	Preservation	1	1	1
28-22	Private Ag or Forestry 61A (200-35-1)	Preservation	1	1	1
28-23	Private Ag or Forestry 61A (210-17)	Preservation	1		
28-24	Private Ag or Forestry 61A (170-28)	Preservation	1	1	1
28-25	Private Ag or Forestry 61A (200-67)	Preservation	1	1	1
28-26	Private Ag or Forestry 61A (240-17)	Preservation	1	1	1
28-27	Private Ag or Forestry 61A (210-13)	Preservation	1	1	1
28-28	Private Ag or Forestry 61A (240-35)	Preservation	1	1	1
28-29	Private Ag or Forestry 61A (210-10-1)	Preservation	1	1	1
28-30	Private Ag or Forestry 61A (30-12-1)	Preservation	1	1	1
28-31	Private Ag or Forestry 61A (200-66)	Preservation	1	1	1
28-32	Private Ag or Forestry 61A (210-12)	Preservation	1	1	1
28-33	Private Ag or Forestry 61A (200-64)	Preservation	1		
28-34	Private Ag or Forestry 61A (200-63)	Preservation	1	1	1
28-35	Private Ag or Forestry 61A (200-57)	Preservation	1	1	1
28-36	Private Ag or Forestry 61A (150-20)	Preservation	1	1	1
28-37	Private Ag or Forestry 61A (170-105)	Preservation	1	1	1
28-38	Private Ag or Forestry 61A (200-54)	Preservation	1	1	1
28-39	Private Ag or Forestry 61A (170-3)	Preservation	1		
28-40	Private Ag or Forestry 61A (170-7)	Preservation	1	1	1
28-41	Private Ag or Forestry 61A (170-3-1)	Preservation	1		
28-42	Private Ag or Forestry 61B (140-13)	Preservation	1		
28-43	Private Ag or Forestry 61B (40-1)	Preservation	1		
28-44	Private Ag or Forestry 61A (70-8)	Preservation	1	1	1
28-45	Private Ag or Forestry 61A (70-9)	Preservation	1	1	1
28-46	Private Ag or Forestry 61A (70-7)	Preservation	1	1	1
28-47	Private Ag or Forestry 61A (60-35)	Preservation	1	1	1
28-48	Private Ag or Forestry 61A (170-103)	Preservation	1	1	1
28-49	Private Ag or Forestry 61B (160-10)	Preservation	1	1	1
28-50	Private Ag or Forestry 61A (170-104)	Preservation	1		

28-51	Private Ag or Forestry 61A (170-1)	Preservation	1		
28-52	Private Ag or Forestry 61A (150-21)	Preservation	1	1	1
28-53	Private Ag or Forestry 61A (160-30)	Preservation	1	1	1
28-54	Private Ag or Forestry 61A (150-41-1)	Preservation	1	1	1
28-55	Private Ag or Forestry 61A (20-31)	Preservation	1	1	1
28-56	Private Ag or Forestry 61A (90-38)	Preservation	1		
28-57	Private Ag or Forestry 61A (90-18)	Preservation	1	1	1
28-58	Private Ag or Forestry 61A (90-31)	Preservation	1	1	1
28-59	Private Ag or Forestry 61A (100-2)	Preservation	1	1	1
28-60	Private Ag or Forestry 61A (70-23)	Preservation	1	1	1
28-61	Private Ag or Forestry 61 (60-7)	Preservation	1		
28-62	Private Ag or Forestry 61 (110-3)	Preservation	1		
28-63	Private Ag or Forestry 61A (210-31)	Preservation	1	1	1
28-64	Private Ag or Forestry 61A (90-31-2)	Preservation	1		
28-65	Private Ag or Forestry 61A (90-55)	Preservation	1	1	1
28-66	Private Ag or Forestry 61B (100-4-1)	Preservation	1		
28-67	Private Ag or Forestry 61A (90-44)	Preservation	1	1	1
28-68	Private Ag or Forestry 61A (90-49-1)	Preservation	1		
28-69	Private Ag or Forestry 61A (90-56)	Preservation	1	1	1
28-70	Private Ag or Forestry 61B (90-42)	Preservation	1		
28-71	Private Ag or Forestry 61B (100-6)	Preservation	1		
28-72	Private Ag or Forestry 61B (90-41)	Preservation	1		
28-73	Private Ag or Forestry 61A (90-56-1)	Preservation	1		
28-74	Private Ag or Forestry 61A (110-14)	Preservation	1		
28-75	Private Ag or Forestry 61A (70-35)	Preservation	1	1	1
28-76	Private Ag or Forestry 61A (60-32)	Preservation	1	1	1
28-77	Private Ag or Forestry 61A (70-35-1)	Preservation	1		
28-78	Private Ag or Forestry 61A (70-27)	Preservation	1		
28-79	Private Ag or Forestry 61A (70-36)	Preservation	1		

Blackstone

ID	Title	Type	Local	Regional	State
32-1	Route 122 Industrial Area	Development	1	1	
32-2	Main Street Downtown Village Area	Development	1	1	
32-3	Kimball's Sand and Gravel	Development	1		
32-4	Millersville	Development	1		

32-5	Airline/Mazakowski	Development	1		
32-A	Blackstone River Bikeway	Significant Transportation Investment Corridor	1		1
32-B	Southern New England Trunk Line trail	Significant Transportation Investment Corridor	1		
32-C	Water and sewer connections to Rte. 122 Industrial area	Significant Infrastructure Investment	1		
32-D	Roadway connections to Rte. 122 Industrial area	Significant Transportation Investment Spot Location	1		
32-E	Lincoln Street/Elm Street corridor	Significant Transportation Investment Corridor	1		

Boylston

ID	Title	Type	Local	Regional	State
39-1	315 Main Street - 43D	Development	1	1	
39-2	141 Shrewsbury Street - 43D	Development	1	1	
39-3	Flexible Business Development zone	Development	1		
39-4	Town owned land off Mile Hill Road and Linden Road	Preservation	1	1	1
39-5	Town owned land off Mile Hill Road and Linden Road	Preservation	1	1	1
39-6	Town owned land off Mile Hill Road and Linden Road	Preservation	1	1	1
39-7	Town owned land off Mile Hill Road and Linden Road	Preservation	1	1	1
39-8	Town owned land off Mile Hill Road and Linden Road	Preservation	1	1	1
39-9	Town owned land off Linden Street - 8 ac	Preservation	1		
39-10	Town owned land off Mile Hill Road - 8 ac	Preservation	1		
39-11	Town owned land off Mile Hill Road - 13 ac	Preservation	1		
39-12	Town owned land off Mile Hill Road - 19.5 ac	Preservation	1		
39-13	Town owned land off Mile Hill Road - 4.4 ac	Preservation	1		
39-14	Town owned land off Mile Hill Road - 22.2 ac	Preservation	1		

39-15	Town owned land off Mile Hill Road - 10 ac	Preservation	1		
39-A	Re-alignment of 140 and East Temple Street	Significant Transportation Investment Spot Location	1		
39-B	Provide sewer connection to PDAs	Significant Infrastructure Investment	1		

Brookfield

ID	Title	Type	Local	Regional	State
45-1	Campground	Development	1		
45-2	Wolf Swamp	Development	1		
45-3	Route 9/Central St. bus. area (including Gavett Bldg)	Development	1	1	
45-4	Finney's - Brownfield site	Development	1	1	
45-5	River Frontage (including Spencer Plating 72 Mill St. and Whites Landing 6 Fiskdale Rd, landings, bo)	Development	1	1	
45-6	148 Corridor	Development	1		
45-7	Area on Route 9 from Town line to Quaboag St.	Development	1	1	
45-8	Quaboag River Water Trail	Preservation	1	1	1
45-9	Elm Hill Farm Complex	Preservation	1	1	1
45-10	Historic Trail passes through Devil's Elbow	Preservation	1	1	1
45-11	Bannister Common/Brookfield Town Common Historic District	Preservation	1	1	1
45-12	Overlook Farm	Preservation	1	1	1
45-13	Richardson Farm	Preservation	1	1	1
45-14	Jeppson Farm	Preservation	1	1	1
45-15	Quacumquasit Pond/ Brick Works	Preservation	1		
45-16	Town Hall Preservation	Preservation	1		
45-A	Water quality in Quaboag Pond, Quaboag River, and 7 mile River	Infrastructure	1		
45-B	Public access to Quaboag Pond and River	Infrastructure	1		
45-C	Route 9 Corridor (access to markets)	Infrastructure (Transportation)	1		
45-D	Upper River Street Bridge Replacement (on 2014 TIP)	Infrastructure (Transportation)	1		
45-E	Sewer Expansion from Village Center to Quaboag St.	Infrastructure	1		
45-F	Information Technology infrastructure	Infrastructure	1		

Charlton

ID	Title	Type	Local	Regional	State
54-1	Jaromis Property	Development	1		
54-2	Rte. 20 Industrial/Enterprise PDA	Development	1	1	
54-3	Kazowski Property	Development	1	1	
54-4	Green Hill Realty Trust	Development	1		
54-5	Charlton Shopping Ctr	Development	1	1	
54-6	Rte. 20 Business Enterprise Park	Development	1	1	
54-7	Route 169 High-Tech PDA	Development	1		
54-8	Rte. 20 PDA corridor	Development	1	1	
54-9	Main Street Village PDA	Development	1	1	
54-10	Rte. 31 - Genzyme PDA	Development	1		
54-11	Route 20 vacant parcel	Development	1	1	
54-12	Fay Mountain Farm	Preservation	1	1	1
54-13	Buffumville Reservoir	Preservation	1		
54-14	Mid State Trail	Preservation / Transportation	1	1	1
54-15	Nylin parcel abutting Cranberry Meadow	Preservation	1		
54-16	Sisco parcel abutting Manor Ridge	Preservation	1		
54-17	McDougle parcel	Preservation	1		
54-18	McKinstry abutting Capen Hill	Preservation	1	1	1
54-19	Jencent, LLC abutting Capen Hill	Preservation/ Development	1	1	1
54-20	Boisclair parcel abutting Haggerty Road	Preservation	1		
54-21	Potter Village Road parcels	Preservation	1		
54-22	Flint Road Recreation	Preservation	1		
54-23	Stafford Street Recreation	Preservation	1		
54-A	Roadway connection between Airport Indus Park to Route 20 in Charlton	Significant Transportation Investment Corridor	1		
54-B	Water distribution system	Significant Infrastructure Investment	1		
54-C	Rte. 20: Richardson Corner to Rte. 56	Significant Transportation Investment Corridor	1		

Douglas

ID	Title	Type	Local	Regional	State
77-1	Douglas Commerce Park - 43D	Development	1		
77-2	Gilboa Street - 43D	Development	1	1	
77-3	E. Douglas Industrial Park	Development	1	1	1
77-4	Davis Street PDA	Development	1		
77-5	Gilboa Street Commercial Area	Development	1		
77-6	Mumford Riverfront	Preservation	1	1	1
77-7	Mid State Trail	Preservation			1
77-A	Gilboa 43D connector road	Significant Transportation Investment Spot Location	1		
77-B	Southern New England Trunk Line trail	Significant Infrastructure Investment Corridor	1		
77-C	Intersection of Webster/Main/South Sts	Significant Transportation Investment Spot Location	1		
77-D	Route 16 - downtown	Significant Infrastructure Investment Corridor	1		

Dudley

ID	Title	Type	Local	Regional	State
80-1	Rte. 197 Economic Opportunity Area	Development	1		
80-2	Rte. 197 Corridor PDA	Development	1		
80-3	Rte. 12 Corridor PDA	Development	1		
80-4	Oxford Ave Industrial PDA	Development	1		
80-5	Quinebaug Rail Trail	Preservation/Transportation	1	1	1
80-6	Zajac Farm	Preservation	1	1	1
80-7	Dudley Town Center	Preservation	1	1	1
80-9	Lee Forest and Slater Woods - Northeast Corner	Preservation	1	1	1
80-A	Expansion of water and sewer to PDAs	Significant Infrastructure Investment	1		

East Brookfield

ID	Title	Type	Local	Regional	State
84-1	Hodgkins School and Surrounding area	Development	1		
84-2	Depot Square including site of former Railroad Station, Veterans Park, Old Town Offices/Keith Block,	Development	1	1	
84-3	Route 49 Commercial Area	Development	1	1	
84-4	Mixed Use on Rte. 9 from Lashaway Dr. to Blaine Road	Development	1		
84-5	Town Complex	Development	1	1	
84-6	Grey Ledge and High Rocks area	Preservation	1	1	1
84-7	Water Well Protection Areas	Preservation	1	1	1
84-8	Water Resources including Lake Lashaway, Quaboag and Quacumquasit Ponds, East Brookfield River	Preservation	1	1	1
84-A	Route 9 improvements	Infrastructure (Transportation)	1		
84-B	Bridge at South Pond (Quacumquasit)	Infrastructure (Transportation)	1		
84-C	Access to Route 49 from Adams Road and Flagg Road	Infrastructure (Transportation)	1		
84-D	Sidewalks around Lake Lashaway to School and to Town Beach (improved walkability)	Infrastructure (Transportation)	1		
84-E	Storm water drainage controls	Infrastructure	1		
84-F	Water quality in Quaboag Pond and the River	Infrastructure	1		
84-G	Municipal Water improvements	Infrastructure	1		

Grafton

ID	Title	Type	Local	Regional	State
110-1	Mill Villages - mixed use potential	Development	1		
110-2	Wyman-Gordon Redevelopment	Development	1		
110-3	Grafton Science Park - 43D	Development	1	1	1
110-4	Cen-Tech Park - 43D	Development	1	1	1
110-5	Mill Villages - mixed use potential	Development	1		
110-6	Mill Villages - mixed use potential	Development	1		
110-7	Mill Villages - mixed use potential	Development	1		
110-8	TDR potential - landlocked	Development	1	1	
110-9	Fisherville 40R	Development	1	1	1
110-10	Mill Villages - mixed use potential	Development	1		
110-11	Magill Property	Development	1		

110-12	Knowlton Property off Estabrook Ave	Preservation	1	1	1
110-13	Land off Old Upton Road; Dr. Robinson	Preservation	1	1	1
110-14	Fisherville Pond	Preservation	1		
110-15	Blackstone Canal	Preservation	1		
110-16	Grafton State Hospital	Preservation/ Development	1	1	1
110-17	Merriam & Estabrook Road Farms	Preservation	1	1	1
110-A	Blackstone River Bikeway	Significant Transportation Investment Corridor	1		1
110-B	Future well site - Map 64, Lot 12; 30 Providence Road	Significant Infrastructure Investment	1		
110-C	Grafton Rail Station	Significant Transportation Investment Spot Location	1		
110-D	Wastewater treatment capacity	Significant Infrastructure Investment	1		

Hardwick

ID	Title	Type	Local	Regional	State
124-1	Hardwick Knitters Mill	Development	1	1	
124-2	Music Camp near Hardwick Pond	Development	1		
124-3	Landfill	Development	1		
124-4	Hardwick Common and Village Historic District	Development	1	1	
124-5	Mill Overlay District (includes all 3 mills)	Development	1	1	
124-6	Wheelwright Village District	Development	1		
124-7	Industrial Area	Development	1		
124-8	Wheelwright Mill	Development	1		
124-9	Commercial District	Development	1	1	
124-10	Dougal Range	Preservation	1	1	1
124-11	Moose Brook Corridor	Preservation	1	1	1
124-12	Old Swimming Hole	Preservation	1		
124-13	Slab City	Preservation	1	1	1
124-14	Gate 43 to the Quabbin Reservoir	Preservation	1	1	1
124-15	Ware River Corridor	Preservation	1	1	1
124-16	Muddy Brook and Hardwick Pond	Preservation	1	1	1
124-17	Central Ware River Valley Rail Trail	Preservation	1	1	1
124-A	Cell tower	Infrastructure	1	1	

124-B	Substandard/Deficient Bridges (3) near Quabbin Res. Creamery Rd. is a one lane bridge to New Braintree	Infrastructure (Transportation)	1		
124-C	Sewer on Lower Greenwich Road	Infrastructure	1		
124-D	Water and Sewer to the Commercial District	Infrastructure	1		
124-E	Three (3) phase electric	Infrastructure	1		
124-F	Information Technology infrastructure (Town wide Broadband Coverage)	Infrastructure	1		
124-G	Mass Central Rail Trail	Preservation / Transportation	1	1	1

Holden

ID	Title	Type	Local	Regional	State
134-1	Village Center PDA	Development	1	1	
134-2	Main Street/Rte. 122 light commercial corridor	Development	1		
134-3	Commercial Re-use PDA	Development	1	1	
134-4	GWLT trails area	Preservation	1		
134-5	Reservoir Street PPA	Preservation	1		
134-6	Holden Reservoir PPA	Preservation	1		
134-7	Fisher Road PPA	Preservation	1		
134-8	Bullard Street PPA	Preservation	1	1	1
134-9	Harris Street PPA	Preservation	1		
134-10	Quinapoxet River/River Street PPA	Preservation	1		
134-11	Muschopauge Road PPA	Preservation	1		
134-12	Cheney Graham/Keskula Farm	Preservation	1	1	1
134-13	Muschapague Road Farm - JD Enterprises	Preservation	1	1	1
134-14	NHESP Estimated Habitats of Rare Wildlife	Preservation	1	1	1
134-15	Oriol Health Care campus	Development	1	1	
134-16	176 Princeton Road	Development	1		
134-A	I-190 Interchange	Significant Transportation Investment Spot Location	1		
134-B	Main Street corridor improvements	Significant Transportation Investment Corridor	1		
134-C	Water supply	Significant Infrastructure Investment	1		
134-D	Limited sewer capacity	Significant Infrastructure Investment	1		
134-E	Regional Transit Authority Service	Significant Transportation Investment	1		

134-F	Mass Central Rail Trail	Preservation/ Transportation	1	1	1
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Hopedale

ID	Title	Type	Local	Regional	State
138-1	22-28: Rosenfield Concrete	Development	1		
138-2	8-140, 140.0: Draper Mill	Development	1	1	
138-3	Map 11 Lots 173, 173-1, 173-2, 174, 63-1, 63-2: Grafton & Upton RR	Development	1	1	
138-4	Airport Industrial Park and Hopedale Industrial Park	Development	1	1	
138-5	EEA Addition	Preservation			1
138-A	Railroad bridge at Hopedale Ave.	Significant Transportation Investment Spot Location	1		
138-B	Route 16 - upgrades needed, particularly for truck traffic	Significant Transportation Investment Corridor	1		
138-C	Additional water and sewer capacity needed to support Draper Mill redevelopment - depending on re-use plan.	Significant Infrastructure Investment Spot Location	1		

Leicester

ID	Title	Type	Local	Regional	State
151-1	Route 56 PDA	Development	1	1	
151-2	Route 9 West PDA	Development	1		
151-3	Town Center PDA	Development	1	1	
151-4	Cherry Valley PDA	Development	1		
151-5	Johnson Farms	Preservation	1	1	1
151-6	Mannville	Preservation	1	1	1
151-7	Ballard Hill	Preservation	1	1	1
151-8	Cooper's Hill Top Farm	Preservation	1	1	1

151-9	Mid State Trail	Preservation/ Transportation	1	1	1
151-A	Route 56 North reconstruction	Significant Transportation Investment Corridor	1		
151-B	Intersections with Route 9: Rte. 56 and Henshaw St.	Significant Transportation Investment Spot Locations	1		
151-C	Route 9 Corridor	Significant Transportation Investment Corridor	1		
151-D	Rte. 56 and Marshall St. Intersection Safety Improvements	Significant Transportation Investment Spot Locations	1		
151-E	Rawson St. Bridge Improvements	Significant Transportation Investment Spot Locations	1		
151-F	Moose Hill Dam And Reservoir	Significant Infrastructure Investment (Possible Preservation Area to protect water supply)_	1		
151-G	Route 9 West water supply	Significant Infrastructure Investment	1		
151-H	Route 31 Corridor	Significant Transportation Investment Corridor	1		

Mendon

ID	Title	Type	Local	Regional	State
179-1	Route 16 PDA	Development	1		
179-2	Business Industrial District	Development	1	1	
179-3	Hartford Avenue West Village District	Development	1		
179-4	Hartford Avenue East Village District	Development	1		
179-5	Nipmuck Pond Area	Preservation	1		
179-6	Muddy Brook Corridor	Preservation	1	1	1

179-7	Twin Elm Farm	Preservation	1	1	1
179-8	Southwick Wild Animal Park	Preservation	1	1	1
179-A	Route 16	Significant Transportation Investment Corridor	1		
179-B	Route 16/Washington Street	Significant Transportation Investment Spot Location	1		
179-C	Route 16/Main Street/North Avenue	Significant Infrastructure Investment Spot Location	1		

Millbury

ID	Title	Type	Local	Regional	State
186-1	Millbury-Sutton Industrial Park	Development	1	1	
186-2	Bramanville Mixed Use Village District	Development	1	1	
186-3	Route 146 Corridor	Development	1	1	
186-4	Canal Street Redevelopment Area	Development	1	1	1
186-5	Felter's Mill	Development	1	1	1
186-6	Wheelabrator Industrial Park	Development	1	1	
186-7	Silver Fox Industrial Park	Development	1		
186-8	Mt. Ararat Conservation Area	Preservation	1	1	1
186-9	Old Common Historic Area	Preservation	1		
186-10	Downtown Historic Area/Armory Village	Preservation/Development	1	1	1
186-11	Gover Road Open Space Area	Preservation	1	1	1
186-12	West/River Street	Development	1	1	1
186-13	Howe Ave.	Development	1	1	1
186-14	Butler Farm	Preservation	1	1	1
186-15	Stowe Farm	Preservation	1	1	1
186-16	Hawk Hill Orchards	Preservation	1	1	1
186-17	Pearson's Elmhurst Dairy	Preservation	1	1	1

186-A	Blackstone Valley Bikeway	Significant Transportation Investment Corridor	1	1	1
186-B	McCracken Road reconstruction	Significant Transportation Investment Corridor	1		
186-C	Utilities to M-S Industrial Park	Significant Infrastructure Investment Spot Location	1		
186-D	Route 146 Frontage Road	Significant Transportation Investment Corridor	1		
186-E	Millbury Branch Rail Trail	Significant Transportation Investment Corridor	1		

Millville

ID	Title	Type	Local	Regional	State
188-1	Downtown	Development	1	1	
188-2	181 Main St. (Former US Rubber Co.) Brownfield	Development	1		
188-3	Blackstone Canal	Preservation	1		
188-A	Blackstone Valley Bikeway	Significant Transportation Investment Corridor	1	1	1
188-B	Southern New England Trunk Line trail	Significant Transportation Investment Corridor	1		
188-C	Fire protection water service to town	Significant Infrastructure Investment	1		

New Braintree

ID	Title	Type	Local	Regional	State
202-1	Tanner-Hiller Airport	Development	1		
202-2	Glass and More	Development	1		
202-3	Brick Building in Town Center (Old Cheese Factory)	Development	1		
202-4	Cusky Pond	Preservation	1	1	1
202-5	Wheeler's Surprise (historic)	Preservation	1	1	1

202-6	Barn on Fish and Wildlife Land	Preservation	1	1	1
202-7	Ware River Corridor	Preservation	1	1	1
202-8	Brooks Pond and surrounding aquifer	Preservation	1	1	1
202-9	Camp Putnam	Preservation	1	1	1
202-10	Ware/Winimusset Valley Aquifer	Preservation	1	1	1
202-11	Core Habitat	Preservation	1	1	1
202-12	Congregational Church	Preservation	1		
202-13	Central Ware River Valley Rail Trail	Preservation	1	1	1
202-A	Route 67 improvements	Infrastructure (Transportation)	1		
202-B	Ravine Rd. and McEvoy Rd to Airport improvements	Infrastructure (Transportation)	1		
202-C	Barre Cut Off and West Brookfield Rd. improvements	Infrastructure (Transportation)	1		
202-D	Intersection of Route 67 and Ravine Rd. improvements	Infrastructure (Transportation)	1		
202-E	Fire Suppression	Infrastructure	1		
202-F	Information Technology infrastructure	Infrastructure	1		
202-G	Three (3) phase electric	Infrastructure	1		
202-H	Mass Central Rail Trail	Infrastructure (Preservation /Transportation)	1	1	1

North Brookfield

ID	Title	Type	Local	Regional	State
212-1	Prospect and Winter Street Industrial District	Development	1	1	
212-2	East Brookfield Rd Indus. Dist. near Forget Me Not Brook	Development	1		
212-3	East Brookfield Rd Indus. Dist. South of Con Warren & Donovan Rds.	Development	1		
212-4	Crooks Road Industrial District	Development	1		
212-5	North Brookfield Business Center	Development	1	1	
212-6	Former Frank Cook Optical	Development	1		
212-7	General Business District north of Con Warren and Donovan Rds.	Development	1		
212-8	South Main Street General Business District	Development	1		
212-9	Oakham Road Central Business District	Development	1		
212-10	Downtown Central Business	Development	1	1	
212-11	Bates Street Farm Area	Preservation	1	1	1
212-12	Coys Brook Corridor including Bennett Farm	Preservation	1	1	1
212-13	Bates Observatory	Preservation	1	1	1
212-14	5 mile River and Brooks Pond	Preservation	1	1	1
212-15	Town Forest	Preservation	1	1	1

212-16	Horse Pond and Doane Pond	Preservation	1	1	1
212-17	Lake Lashaway	Preservation	1	1	1
212-18	Perry Pond	Preservation	1	1	1
212-19	Oakham Rd. Core Habitat	Preservation	1	1	1
212-20	New Braintree Rd. Core Habitat	Preservation	1	1	1
212-21	Barnett Rd. Core Habitat	Preservation	1	1	1
212-22	Howe Rd. Core Habitat	Preservation	1	1	1
212-23	Mill Rd. /Sucker Brook Core Habitat	Preservation	1	1	1
212-A	East Brookfield Road Improvements (former Massworks App)	Infrastructure (Transportation)	1		
212-B	Flood Control improvements	Infrastructure	1		
212-C	New Braintree Road (Route 67) improvements	Infrastructure (Transportation)	1		
212-D	Railroad	Infrastructure (Transportation)	1		
212-E	Sewer collection system	Infrastructure	1		
212-F	Water distribution (aging infrastructure)	Infrastructure	1		
212-G	Stormwater management	Infrastructure	1		
212-H	Information Technology infrastructure (Broadband)	Infrastructure	1		

Northborough

ID	Title	Type	Local	Regional	State
215-1	Northeast Corner - Permanent Protection	Preservation	1		
215-2	Gutierrez Company site - Bartlett Road	Development	1		
215-3	Northborough Crossing - The Loop	Development	1		
215-4	Redevelopment off Whitney Drive	Development	1		
215-5	OSRD area off Main Street/Route 20	Preservation/Development	1		
215-6	Westborough State Hospital	Preservation	1	1	1
215-A	Route 9/Route 20 Bridge	Significant Transportation Investment Spot Location	1		

Northbridge

ID	Title	Type	Local	Regional	State
216-1	Route 146 43D Site	Development	1	1	
216-2	Whitinsville PDA	Development	1	1	1
216-3	Linwood PDA	Development	1	1	
216-4	Mixed Use PDA	Development	1	1	

216-5	Church Street Light Industrial PDA	Development	1		
216-6	Route 122/Plumber's Corner PDA	Development	1	1	
216-7	2040 Providence Road/Brownfield	Development	1		
216-8	Rockdale PDA	Development	1	1	
216-9	Castle Hill Farm	Preservation	1	1	1
216-10	Kroll's Farm	Preservation	1	1	1
216-11	Foppma's Farm	Preservation	1	1	1
216-12	Blackstone Canal	Preservation	1	1	1
216-A	Blackstone Valley Bikeway	Significant Transportation Investment Corridor	1	1	1
216-B	Sewer connection to Route 146 43D site	Significant Infrastructure Investment	1		

Oakham

222-1	Auto Recycling Area	Development	1		
222-A	Mass Central Rail Trail	Preservation/Transportation	1	1	1
222-2	Cold Brook Springs Railroad Depot Site	Preservation	1	1	1
222-3	Oakham Town Common	Preservation	1	1	1
222-4	Mid State Trail	Preservation	1	1	1
222-5	Rare Species Habitat nw of North Brookfield Road & south of New Braintree Road	Preservation	1	1	1
222-6	Crocker Nye Spring	Preservation	1	1	1
222-7	Watershed Protection	Preservation	1	1	1
222-8	Cistercian Abbey	Preservation	1	1	1
222-9	John Berringer land	Preservation	1		
222-10	Adams's Pond	Preservation	1	1	1
222-11	Unprotected biohabit areas	Preservation	1	1	1
222-12	National Grid Land	Preservation	1	1	1
222-A	Route 122 Byway Improvements and Signage	Infrastructure (Transportation)	1	1	1
222-B	Mass Central Rail Trail	Infrastructure (Preservation/Transportation)	1	1	1
222-C	Route 148 Reconstruction, paving and stormwater	Infrastructure (Transportation)	1		
222-D	Town Hall Road/ Drive	Infrastructure	1		
222-E	Old Turnpike Road reconstruction	Infrastructure (Transportation)	1		
222-F	Information Technology Infrastructure	Infrastructure	1		

Oxford

ID	Title	Type	Local	Regional	State
226-1	Industrial Park PDA	Development	1	1	
226-2	Old Webster Road Industrial PDA	Development	1		
226-3	Sutton Ave/I-395 PDA	Development	1	1	
226-4	Depot Rd/I-395 PDA	Development	1	1	
226-5	Rte. 20 Corridor PDA	Development	1	1	
226-6	Oxford Center/Downtown	Preservation/Development	1	1	
226-7	French River Corridor and trail	Preservation	1	1	1
226-8	Buffalo Hill Farm	Preservation	1	1	1
226-9	Mid State Trail	Preservation/ Transportation	1	1	1
226-A	Sewer Extension Project - Old Webster Road to Dudley	Significant Infrastructure Investment	1		
226-B	Town-controlled water system	Significant Infrastructure Investment	1		
226-C	Water and Sewer to PDAs	Significant Infrastructure Investment	1		

Paxton

ID	Title	Type	Local	Regional	State
228-1	Village Center	Development	1	1	
228-2	Municipal Building Upgrades - Senior Center and Town Hall	Development	1		
228-A	Route 56	Significant Transportation Investment Corridor	1		
228-B	Route 31	Significant Transportation Investment Spot Locations	1		
228-C	Culvert/Drainage work - Pleasant St/Davis Road	Significant Infrastructure Investment Spot Location	1		
228-D	Energy Projects on Asnebumskit Hill, Treasure Valley, Spaulding Woods.	Significant Infrastructure Investment Spot Location	1		
228-E	Water line/tank upgrades/repairs	Significant Infrastructure Investment	1		

Princeton

ID	Title	Type	Local	Regional	State
241-1	Worcester Road Business District	Development	1	1	
241-2	East Princeton Village	Development	1		
241-3	Landfill for solar	Development	1		
241-4	Hubbardston Rd. Commercial Area	Development	1		
241-5	Mechanics Hall	Preservation	1	1	1
241-6	Superintendent's House	Preservation	1	1	1
241-7	Mid State Trail	Preservation	1	1	1
241-8	Water Resources (Paradise Pond, Wachusett Lake, Bickford Pond, Glutner Pond, Crow Hills Pond, Quinapoxet Reservoir, Snow Pond)	Preservation	1	1	1
241-9	Princeton Town Center (Including Bagg Hall and Public Library)	Preservation	1	1	1
241-10	Boylston Park	Preservation	1	1	1
241-11	Halls Farm	Preservation	1	1	1
241-12	Smith Farm	Preservation	1	1	1
241-13	Biomap 2	Preservation	1	1	1
241-14	Unprotected Ridgelines	Preservation	1	1	1
241-15	Former Gates Property	Preservation	1	1	1
241-A	Three (3) phase electric	Infrastructure	1		
241-B	Route 140	Infrastructure (Transportation)	1		
241-C	Information Technology infrastructure	Infrastructure	1		

Rutland

ID	Title	Type	Local	Regional	State
257-1	Former Rutland Heights Hospital Site	Development	1	1	
257-2	Rutland Center	Development	1	1	
257-3	Four Corners	Development	1		
257-4	North Rutland	Development	1		
257-5	Rutland Plaza	Development	1	1	
257-6	Route 68 business zone	Development	1		
257-7	Route 56 business area	Development	1	1	
257-9	Mass Central Rail Trail	Preservation / Transportation	1	1	1
257-8	Glenwood-Route 122A Farmland OS	Preservation	1	1	1
257-10	Pine Hill Watershed Farmland	Preservation	1	1	1
257-11	Quinapoxet Reservoir Watershed Farmland	Preservation	1	1	1
257-12	Treasure Valley	Preservation	1	1	1
257-13	Muschopauge Pond	Preservation	1	1	1
257-14	Mid State Trail	Preservation / Transportation	1	1	1

257-A	Route 122 Byway Improvements and Signage/ Including Commuter Parking area at 122 and 122A	Infrastructure (Transportation)	1		
257-B	Upgrade of water and sewer lines to Maple and Central Tree Rd.	Infrastructure	1		
257-C	Route 56 Upgrades for Truck Traffic	Infrastructure (Transportation)	1		
257-D	Backup water supply (Moulton Pond)	Infrastructure	1		
257-E	Rutland Center Roadway geometry and pedestrian improvements	Infrastructure (Transportation)	1		
257-F	Holden Route 122A By pass (proposed, suggested)	Infrastructure (Transportation)	1		
257-G	Mass Central Rail Trail	Infrastructure (Preservation/ Transportation)	1	1	1

Shrewsbury

ID	Title	Type	Local	Regional	State
271-1	Route 140/I-290 Land	Development	1		
271-2	Worcester Sand and Gravel	Development	1		
271-3	Route 9 - Bldg 19/Spags and Old Canada Dry Bottling Plant	Development	1		
271-4	Cen-Tech North	Development	1		
271-5	Bull Farm	Development	1		
271-6	Cen-Tech East	Development	1		1
271-7	Worcester Foundation Property	Development	1		
271-8	White City Re-investment Opportunity	Development	1		
271-9	Postal Service Site	Development	1		
271-10	Lake Quinsigamond Lakefront	Preservation	1	1	1
271-11	Oak Island	Preservation	1	1	1
271-12	Ward Hill	Preservation	1		
271-13	Boylston Street Property	Preservation	1		
271-14	High Street/Spring Street Property	Preservation	1		
271-15	Edgemere Drive-in Site. Edgemere Overlay District	Preservation/ Development	1		
271-16	Glavin Property. Planned Residential Development	Preservation/ Development	1		
271-A	Access needed to Route 140/I-290 property	Significant Transportation Investment Spot Location	1		
271-B	Wastewater treatment capacity	Significant Infrastructure Investment	1		

Southbridge

ID	Title	Type	Local	Regional	State
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278-1	Southbridge Business Center - American Optics	Development	1	1	1
278-2	Downtown - Urban renewal area	Development	1	1	1
278-3	Globe Village	Development	1	1	1
278-4	Airport Industrial Park	Development	1	1	
278-5	Area near the intersection of Dresser Hill Road and Old Dudley Road	Development	1		
278-6	Industrial area surrounding DPW on Guelphwood Road	Development	1	1	
278-7	Henry St. Rec Area, Capello Park, Carpenter Pond Area	Preservation			
278-8	Southern area watershed	Preservation	1	1	1
278-9	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-10	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-11	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-12	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-13	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-14	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-15	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-16	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-17	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-18	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-19	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-20	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-21	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-22	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-23	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-24	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-25	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-26	Route 131 - Route 169 Farmland	Preservation	1	1	1
278-27	Cole Forest	Preservation	1		
278-A	Roadway connection between Airport Indus Park to Route 20 in Charlton	Significant Transportation Investment Corridor	1		
278-B	Quinebaug Valley Trail and Grand Trunk Trail (with connections to each other)	Preservation/Transportation	1	1	1
278-C	Downtown Roadway Improvements	Significant Transportation Investment Corridor	1		
278-D	Improvements to Aging Water and Sewer Infrastructure Town-wide (including improvements to reservoir /water supply)	Significant Infrastructure Investment Corridor	1		

Spencer

ID	Title	Type	Local	Regional	State
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280-1	Route 49/Route 9 Industrial PDA	Development	1	1	
280-2	Route 9 East PDA	Development	1		
280-3	Town Center	Development	1	1	1
280-4	Incubator space PDA	Development	1		
280-5	Wilson Farm	Preservation	1	1	1
280-6	Wire Village and Turkey Brook	Preservation	1	1	1
280-7	St. Joseph's Abbey	Preservation/ Development	1	1	1
280-8	Mid State Trail	Preservation/ Transportation	1	1	1
280-9	Luther Hill Park expansion	Preservation			
280-10	Depot Rail Trail	Preservation			
280-A	Main Street reconstruction (TIP)	Significant Transportation Investment Corridor	1		
280-B	Lack of sewer capacity	Significant Infrastructure Investment	1		
280-C	Intersection of Route 9 and Route 31	Significant Transportation Investment Spot Location	1		
208-D	Intersection of Route 9 and Route 49	Significant Transportation Investment Spot Location	1		
280-E	Intersection of Route 9 and Meadow Road	Significant Transportation Investment Spot Location	1		

Sturbridge

ID	Title	Type	Local	Regional	State
287-1	51 Technology Park Road 43D	Development	1	1	
287-2	90 Charlton Road (Rte. 20) 43D	Development	1	1	
287-3	198 Charlton Road (Rte. 20) 43D	Development	1	1	
287-4	660 Main Street - Sturbridge Business Park 43D	Development	1	1	
287-5	Rte. 15 Recreation/Light Industrial PDA	Development	1		
287-6	Sarty Farm - 47 Farquhar Road	Preservation	1	1	1
287-7	Barrett Farm - Douty Road	Preservation	1	1	1
287-8	Commercial Tourist District	Preservation/ Development	1	1	1
287-9	Historical Commercial District	Preservation/ Development	1	1	1

287-10	Quinebaug River	Preservation	1	1	1
287-11	Heritage Landscape Theme: Ponds	Preservation	1	1	1
287-12	Sturbridge Town Common District	Preservation	1	1	1
287-13	Old Sturbridge Village	Preservation	1	1	1
287-14	Hall Road Estate (Hobbs Brook)	Preservation	1	1	1
287-15	Plimpton Property - 7 Allen Road	Preservation	1	1	1
287-A	Grand Trunk Trail	Preservation/ Transportation	1	1	1
287-B	Route 15 Public Water Infrastructure Expansion	Significant Infrastructure Investment	1		
287-C	Underground Utilities, Sidewalks, Potential Roadway changes - Commercial/Tourist District	Significant Infrastructure Investment	1		

Sutton

ID	Title	Type	Local	Regional	State
290-1	Route 146 43D Site	Development	1	1	
290-2	4-Town Development Area	Development	1	1	
290-3	Sutton Plaza	Development	1	1	
290-4	Atlas Box	Development	1		
290-5	Cold Spring Brook Place	Development	1	1	
290-6	P&W TOD	Development	1		
290-7	Commerce Park PDA	Development	1		
290-8	Manchaug Village Historic District	Preservation/ Development	1	1	1
290-9	Lake Manchaug Greenway	Preservation	1	1	1
290-10	Sutton Village Center	Preservation/ Development	1		
290-11	Shaw Farm	Preservation	1	1	1
290-12	Blackstone Canal	Preservation	1		
290-13	Mid State Trail	Preservation /Transportation		1	1
290-A	Blackstone Valley Bikeway	Significant Transportation Investment Corridor	1	1	1
290-B	East and West Connector Roads	Significant Transportation Investment Corridor	1		

290-C	Route 146 and Boston Road	Significant Transportation Investment Spot Location	1		
290-D	Route 146 water and sewer connections	Significant Infrastructure Investment	1		

Upton

ID	Title	Type	Local	Regional	State
303-1	Grafton & Upton Railroad	Development	1		
303-2	Downtown General Business Zone	Development	1		
303-3	Route 140 area zoned Commercial & Industrial	Development	1		
303-4	Land abutting State Forest	Preservation	1	1	1
303-5	Warren Brook Conservation Area - North	Preservation	1	1	1
303-6	Ridge Road/State Forest Area	Preservation	1	1	1
303-7	Resource mapping in Upton State Forest	Preservation	1	1	1
303-8	Land abutting State Forest	Preservation	1	1	1
303-9	Fill in Peppercorn holdings	Preservation	1	1	1
303-10	Scenic Taft Street and Christian Hill	Preservation	1		
303-11	Mendon Street/Grove Street corridor	Preservation	1	1	1
303-12	Link protected land in Southeast Upton	Preservation	1	1	1
303-13	West River district	Preservation	1	1	1
303-14	Access to Heritage Park	Preservation	1		
303-15	Stefans Farm	Preservation	1	1	1
303-16	Warren Brook corridor	Preservation	1	1	1
303-17	Scenic North Street; access to Sweetwilliam farm/Whitney Conservation Area	Preservation	1	1	1
303-18	Land abutting State Forest	Preservation		1	1
308-A	Hartford Road/High Street/Hopkinton Road	Significant Transportation Investment Corridor	1		

Uxbridge

ID	Title	Type	Local	Regional	State
304-1	Route 146 Industrial Site	Development	1	1	
304-2	Route 146 43D / CEDS	Development	1	1	
304-3	Stanley Woolen Mill Redevelopment	Development	1	1	
304-4	Bernat Mill	Development	1	1	
304-5	Waucantuck Mill	Development	1	1	
304-6	BJ's Industrial Area	Development	1		
304-7	Hathaway St. area	Preservation	1	1	1
304-8	Route 16 area	Preservation	1		
304-9	Glendale St	Preservation	1		
304-10	841 Aldrich St	Preservation	1		

304-11	Town owned land abutting SNETT	Preservation	1		
304-12	745 Aldrich St	Preservation	1		
304-13	735 Douglas St town land	Preservation	1		
304-14	Abuts TTOR land - significant resource area	Preservation	1		
304-15	Blackstone Canal	Preservation	1		
304-16	Abuts Cormier Woods - TTOR Henry Street	Preservation	1	1	1
304-17	Abuts Cormier Woods - TTOR Chapin Street	Preservation	1	1	1
304-19	Abuts Meadow Brook Woods - Henry Street	Preservation	1	1	1
304-A	Blackstone Valley Bikeway	Significant Transportation Investment Corridor	1	1	1
304-B	Southern New England Trunk Line trail	Significant Transportation Investment Corridor	1		

Warren

ID	Title	Type	Local	Regional	State
311-1	Warren Center Village	Development	1	1	
311-2	West Warren Village	Development	1	1	
311-3	Wrights Mill Area	Development	1	1	
311-4	Land near Mass Pike in West Warren/Gilbert Road Area	Development	1	1	
311-5	Warren Pumps	Development	1	1	
311-6	Transfer Station	Development	1		
311-7	Former Town Hall in Center Village	Development	1	1	
311-8	Comins Pond	Preservation	1	1	1
311-9	Quaboag River and Water Trail (including Quaboag River Mill Sites and Dams)	Preservation	1	1	1
311-10	Old Bay Path Indian Trail	Preservation	1	1	1
311-11	Devil's Peak	Preservation	1	1	1
311-12	Coy Hill	Preservation	1	1	1
311-13	Mark's Mountain	Preservation	1	1	1
311-14	Shepherd's Farm	Preservation	1	1	1
311-15	Lucy Stone Park	Preservation	1	1	1
311-A	Mass Turnpike Interchange	Infrastructure (Transportation)	1		
311-B	Route 67	Infrastructure (Transportation)	1		
311-C	Sewer Treatment Plant Upgrade	Infrastructure	1		
311-D	Aging water distribution system/pipes/ water mains	Infrastructure	1		
311-E	Storm water requirements	Infrastructure	1		
311-F	Information Technology infrastructure	Infrastructure	1		

311-G	Public Transit	Infrastructure (Transportation)	1		
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Webster

ID	Title	Type	Local	Regional	State
316-1	Downtown Main Street	Development	1	1	1
316-2	I-395/Route 16 Redevelopment and Industrial Area	Development	1	1	
316-3	I-395/Thompson Road General Business Zone	Development	1	1	
316-4	French River Greenway	Preservation	1	1	1
316-5	Webster Riverwalk	Preservation	1		
316-6	Memorial Beach	Preservation	1		
316-A	I-395/Thompson Road	Significant Transportation Investment Spot Locations	1		
316-B	I-395/Route 16	Significant Transportation Investment Spot Locations	1		
316-C	Lower Gore Road/Route 16	Significant Transportation Investment Spot Locations	1		
316-D	Climbing lanes on Route 16 betw/ Lower Gore Road and Douglas town line	Significant Transportation Investment Corridor	1		
316-E	Pavement rutting - Route 16	Significant Transportation Investment Corridor	1		

West Boylston

ID	Title	Type	Local	Regional	State
321-1	Hartwell Street PDA	Development	1	1	
321-2	Route 12 Corridor PDA	Development	1		
321-3	Town Center PDA	Development	1	1	
321-4	I-190 PDA	Development	1	1	
321-5	Worcester Corporate Center PDA	Development	1	1	1
321-6	Baldarelli Gravel Pits	Development	1		
321-A	Approaching contractual sewer capacity	Significant Infrastructure Investment	1		

321-B	Route 140 - safety, visibility, signage	Significant Transportation Investment Corridor	1		
321-C	Mass Central Rail Trail	Preservation / Transportation	1	1	1

West Brookfield

ID	Title	Type	Local	Regional	State
323-1	West Brookfield Center Historic District/Town Common	Development	1	1	
323-2	Western Railroad Depot Area	Development	1		
323-3	Town Landfill (closed) and Adjacent Property	Development	1		
323-4	Corset Factory	Development	1		
323-5	Grange Building	Development	1		
323-6	Brookhaven Lake Housing Development	Development	1		
323-7	Grist Mill Sites - Pynchon, Tyler Saw, Gilbert Saw, Lamberton Brook	Preservation	1	1	1
323-8	Quaboag Plantation Settlement	Preservation	1	1	1
323-9	Old Baypath Indian Trail	Preservation	1	1	1
323-10	Wickaboag Pond and its tributaries (Sucker Brook & Mill Brook)	Preservation	1	1	1
323-11	Quaboag River Greenway and Water Trail	Preservation	1	1	1
323-12	Unprotected parts of Coy Hill	Preservation	1	1	1
323-13	Unprotected parts of Whortleberry Hill	Preservation	1		
323-14	Unprotected parts of Ragged Hill	Preservation	1		
323-A	Upgrade Route 9	Infrastructure (Transportation)	1		
323-B	Brookhaven Dam	Infrastructure	1		
323-C	Expand water service up Wigwam Rd. and Ragged Hill Rd.	Infrastructure	1		
323-D	Expand three (3) phase electric	Infrastructure	1		
323-E	Information Technology infrastructure	Infrastructure	1		
323-F	Water system aging pipes	Infrastructure	1		

Westborough

ID	Title	Type	Local	Regional	State
328-1	Westborough State Hospital (34-131)	Preservation/Development	1		
328-2	Adjacent parcels to Mill Pond area	Preservation	1		
328-3	Industrial zone at I-495/Route 9	Development	1	1	1
328-4	Downtown redevelopment	Development	1		
328-5	TOD at Commuter Rail Station	Development	1	1	1
328-6	Westborough State Hospital A (38-1)	Preservation/Development	1		

328-7	Westborough State Hospital B (38-1)	Preservation/ Development	1		
328-8	Westborough State Hospital C (38-1)	Preservation/ Development	1		
328-9	Westborough State Hospital D (38-1)	Preservation/ Development	1		
A	Transit connection from Commuter Rail to 495/9 area	Significant Transportation Investment Corridor	1		
B	Route 9/Rte. 135 Bridge	Significant Transportation Investment Spot Location	1		
C	DT rail bridge	Significant Transportation Investment Spot Location	1		
D	Wastewater Treatment capacity	Significant Infrastructure Investment	1		

Worcester

ID	Title	Type	Local	Regional	State
348-1	Downtown; CitySquare, Gateway Park, North Main Street, Union Station/Washington Square; The Commercial Area Revitalization District (CARD); Neighbourhood Revitalization Strategy Area	Development	1	1	1
348-2	South Worcester Industrial Park (SWIP)	Development	1		
348-3	Pullman Street Industrial Park	Development	1		
348-4	Worcester Airport Industrial Park	Development	1		
348-5	Umass campus expansion - BioTech Park	Development	1		
348-6	Blackstone Gateway Park	Preservation	1	1	1
348-7	Dodge Park adjacent parcel	Preservation	1		
348-8	Green Hill Park adjacent parcel	Preservation	1		
348-9	Harrington Way parcel	Preservation	1		
348-10	Lake Quinsigamond lakefront	Preservation	1	1	1
348-11	Tatnuck Brook - linear corridor to Coes Reservoir	Preservation	1	1	1
348-12	GWLT PPA Corridors for Connectivity A	Preservation	1		
348-13	GWLT PPA Corridors for Connectivity B	Preservation	1		
348-14	GWLT PPA Corridors for Connectivity C	Preservation	1	1	1
348-15	GWLT PPA Corridors for Connectivity D	Preservation	1		
348-16	GWLT PPA Corridors for Connectivity E	Preservation	1		
348-18	GWLT PPA Corridors for Connectivity G	Preservation	1		
348-19	GWLT PPA Corridors for Connectivity H	Preservation	1		
348-20	GWLT PPA Corridors for Connectivity I	Preservation	1		

348-21	GWLT PPA Corridors for Connectivity J	Preservation	1		
348-22	GWLT PPA Corridors for Connectivity K	Preservation	1		
348-23	GWLT PPA Corridors for Connectivity L	Preservation	1		
348-24	GWLT PPA Corridors for Connectivity M	Preservation/ Development	1		
348-25	GWLT PPA Corridors for Connectivity N	Preservation/ Development	1		
348-26	GWLT PPA Corridors for Connectivity O	Preservation	1		
348-27	GWLT PPA Corridors for Connectivity P	Preservation/ Development	1		
348-28	Blackstone Valley Bikeway	Preservation /Transportation	1	1	1
A	Expand commuter rail	Significant Transportation Investment Corridor	1		
B	Mobility Improvements; various - Webster Square & Route 9	Significant Transportation Investment Spot Locations	1		
C	Mobility Improvements; various - Belmont Hill	Significant Transportation Investment Spot Locations	1		
D	Relocation of WRTA facilities	Significant Transportation Investment Spot Location	1		
E	Wayfinding improvements	Significant Transportation Investment Spot Location	1		
F	Downtown parking ("intelligent parking system")	Significant Transportation Investment Spot Location	1		
G	Connection betw/ Umass & Downtown - Shrewsbury Street & Route 9 connection	Significant Transportation Investment Corridor	1		
H	Route 9 intersection with Lake Avenue	Significant Transportation Investment Spot Locations	1		

I	Quinsigamond Ave	Significant Transportation Investment Corridor	1		
J	Route 9 intersection with Edward Street	Significant Transportation Investment Spot Locations	1		
K	I-290 and Route 122 split	Significant Transportation Investment Spot Locations	1		

EEA-identified Priority Areas (Approved by Municipalities and CMRPC)

ID	Title	Type	Local	Regional	State
EEA-1	Holden/Worcester Open Space/Trail Connector	Preservation	1	1	1
EEA-2	Mid-State Trail to Moore State Park Connector	Preservation	1	1	1
EEA-3	Mid-State Trail to Worcester Connector	Preservation	1	1	1

List #2: State Priority Development Areas in CMRPC Region

	PDA Name	Municipality	Regional ID	Prioritization Project
1	Grafton Science Park 43D	Grafton	110-3	495 & Blackstone Valley
2	Cen-Tech Park 43D	Grafton	110-4	495 & Blackstone Valley
3	Fisherville 40R	Grafton	110-9	Blackstone Valley
4	Canal Street Redevelopment Area	Millbury	186-4	Blackstone Valley
5	Felter's Mill	Millbury	186-5	Blackstone Valley
6	West/River Street	Millbury	186-12	Blackstone Valley
7	Howe Ave.	Millbury	186-13	Blackstone Valley
8	Whitinsville PDA	Northbridge	216-2	Blackstone Valley
9	Cen-Tech East	Shrewsbury	271-6	495/MetroWest
10	Southbridge Business Center	Southbridge	278-1	Central 13
11	Urban Renewal Area	Southbridge	278-2	Central 13
12	Globe Village	Southbridge	278-3	Central 13
13	Town Center	Spencer	280-3	Central 13
14	Commercial Tourist District	Sturbridge	287-8	Central 13
15	Town Center	Webster	316-1	Central 13
16	43D at I-495/Route 9	Westborough	328-3A	495/MetroWest
17	43D at I-495/Route 10	Westborough	328-3B	495/MetroWest

Appendix B: Priority Area Screening

List #1: Regional Screening - GIS Data for Initial Assessment

Criterion	Description	Source
Housing	Intersects a residential land use	MassGIS 2005 Land Use data layer
Developed	Intersects a developed land use	MassGIS 2005 Land Use data layer
Farms	Intersects an agro land use (Crop Land, Orchard, Pastures, Nurseries and Cranberry Bogs)	MassGIS 2005 Land Use data layer
EJ_Pop	Within 1/2 mi. of an environmental justice population	MassGIS 2003 US 2000 Census Environmental Justice Populations data layer
CODA	Intersects a MetroFuture Identified Community Oriented Development Area (CODA) [defined using traffic analysis zones (TAZ)]	MAPC 2008 CODA data layer
Walking	Within 1/2 mi. of a sidewalk or off-road bike/walking path	MAPC 2009 Sidewalk data layer
Grow_Dist	Intersects a state-designated growth district	EOHED 2011 Growth District Initiative data layer
Historic	Intersects an historic place	MassGIS Historic Places data layer
Transit	Within 1/2 mi. of a public bus line, commuter rail station, or commuter shuttle bus stop	MassDOT/CTPS 2008 Commuter Rail and Station data layer MassGIS/CTPS 2006 data layer
Chap_43D	Intersects a 43D site	EEA 2011 43D data layer
Chap_40R	Intersects a 40R district	EEA 2011 40R data layer
Pri_Hab	Intersects a priority habitat of rare species	NHESP 2008 Priority Habitats of Rare Species data layer
Crit_Env	Intersects an area of critical environmental concern	MassGIS 2009 Areas of Critical Environmental Concern data layer
CH_AqCore	Intersects the BioMap2 Core Habitat - Aquatic Core layer	NHESP 2011 BioMap2 Core Habitat data layer
CH_Forest	Intersects the BioMap2 Core Habitat -	NHESP 2011 BioMap2 Core Habitat data

<i>Criterion</i>	<i>Description</i>	<i>Source</i>
	Forest Core layer	layer
CH_PNC	Intersects the BioMap2 Core Habitat - Priority Natural Communities layer	NHESP 2011 BioMap2 Core Habitat data layer
CH_SOCC	Intersects the BioMap2 Core Habitat - Species of Conservation Concern layer	NHESP 2011 BioMap2 Core Habitat data layer
CH_Vernal	Intersects the BioMap2 Core Habitat - Vernal Pool Core layer	NHESP 2011 BioMap2 Core Habitat data layer
CH_Wetland	Intersects the BioMap2 Core Habitat - Wetlands layer	NHESP 2011 BioMap2 Core Habitat data layer
CNL_AB	Intersects the BioMap2 Critical Natural Landscape - Aquatic Buffer layer	NHESP 2011 BioMap2 Critical Natural Landscape data layer
CNL_LB	Intersects the BioMap2 Critical Natural Landscape - Landscape Blocks layer	NHESP 2011 BioMap2 Critical Natural Landscape data layer
CNL_CAA	Intersects the BioMap2 Critical Natural Landscape - Coastal Adaptation Analysis layer	NHESP 2011 BioMap2 Critical Natural Landscape data layer
CNL_TF	Intersects the BioMap2 Critical Natural Landscape - Tern Foraging layer	NHESP 2011 BioMap2 Critical Natural Landscape data layer
CNL_WB	Intersects the BioMap2 Critical Natural Landscape - Wetland Buffer layer	NHESP 2011 BioMap2 Critical Natural Landscape data layer
Wellhead	Intersects Zone II or IWPA wellhead protection areas	DEP 2011 Wellhead Protection Areas data layer
Open_Sp	Intersects permanently protected open space	MassGIS/MAPC/CMRPC Open Space data layers
Aquifer	Intersects a high or medium yield aquifer	MassGIS 2007 Aquifers data layer
Flood	Intersects a 100-year floodplain	FEMA Floodplain data layer (multiple years)
Trail	Intersects an off-road bike/walking trail	MAPC 2011 Trails data layer
Wetland	Intersects a wetland	DEP 2011 Wetlands data layer
SWSPA	Intersects a surface water supply protection area	Mass GIS 2011 Surface Water Supply Protection Areas data layer
Prime_Soil	Intersects prime farmland soils (All Areas Prime Farm Land and Farm of Statewide Importance)	MassGIS 2010 NRCS SSURGO-Certified Soils data layer
Greenway	Intersects a greenway (Commonwealth Connections)	Based on Data from 2003 MA "Commonwealth Connections" report
Vernal	Intersects a vernal pool	NHESP 2011 Certified Vernal Pools data layer
Res_Waters	Intersects outstanding resource waters	MassGIS 2010 Outstanding Resource Waters data layer
Mass_Econ	Intersects with Mass. Alliance for Econ.	MassEcon 2011 Market Ready Sites

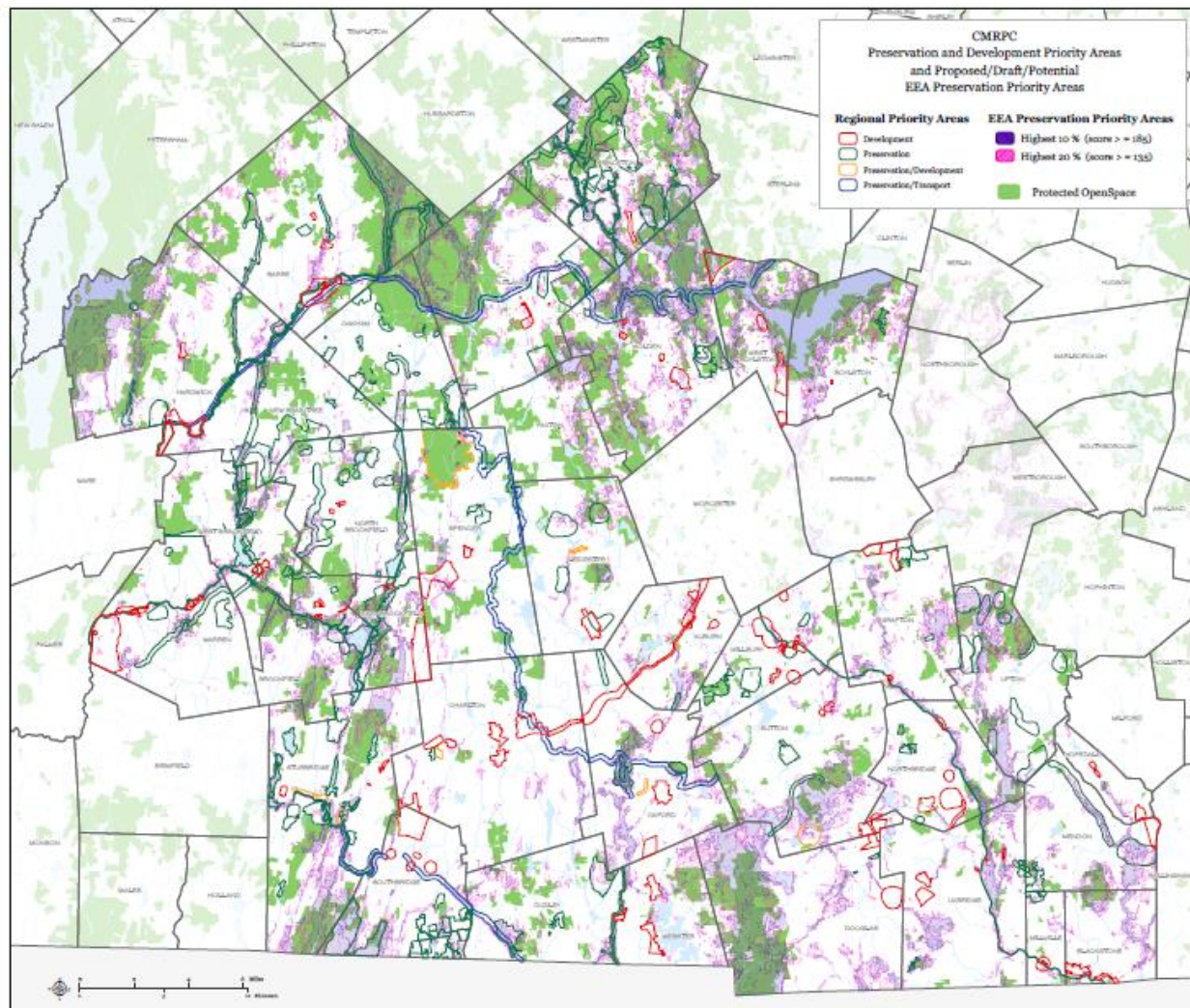
<i>Criterion</i>	<i>Description</i>	<i>Source</i>
	Devel. (MassEcon) Market Ready Site	geographic data
Roads1	Located within 1/4 mile of Interstate exit	MassDOT 2009 Roads data layer
Roads2	Located within 1/8 mile of major roads class = 2 (Multi-lane roadway, not limited access)	MassDOT 2009 Roads data layer
Roads3	Located within 1/8 mile of major roads class = 3 (Other numbered route)	MassDOT 2009 Roads data layer
Roads4	Located within 1/8 mile of major roads class = 4 (Major road - arterials and collectors)	MassDOT 2009 Roads data layer
Imp_Stream	Intersects with hydrologic unit containing >50% impaired streams (based on USGS report)	Based on Data from 2009 "USGS Indicators of Stream flow Alteration, Habitat Fragmentation, Impervious Cover, and Water Quality for Massachusetts Stream Basins" report

List #2: State PPA Screening – Weighted Criteria

GIS Data Layer	Weight
NHESP BioMap2 Core Habitat	70
NHESP BioMap2 Critical Natural Landscape	70
CVP's buffered by 150 feet	30
Key Sites from BioMap2	70
TNC Climate Adaptation Layers (Very High)	70
TNC Climate Adaptation Layers (High)	50
Aquifers – High and Medium Yield	30
EPA Designated Sole Source Aquifers	5
Prime Agricultural Soils	70
Prime Forest Soils	10
Chapter 61and Chapter 61A enrolled lands	50
DEP Approved Zone 2s within 2640 ft of any PWS well	70
DEP Approved Zone 2s further than 2640 ft buffer PWS	30
Interim Wellhead Protection Areas: 2640 ft buffer of PWS	70
Zone Bs	50
DEP Wetlands 150 ft buffer erased with BioMap2 CNL wetlands	30
Rivers Protection Act Buffers	30
Areas of Critical Environmental Concern	30

Outstanding Resource Waters	50
FEMA Q3 Flood (100 Year Floodplains)	15
Greenway Vision Areas merged with a 500 ft buffer of existing Long distance and "Trail Vision" trails	70
1000 ft buffer of protected OpenSpace layer (buffer only)	20
Mass. Historic Commission mapped sites	30
DCR Scenic and Heritage Landscape Inventory	30
Statewide Land Conservation Plan ("partner votes" only)	30

Map #1: Lands of Highest Natural Resource Value (based on weighted criteria in Appendix B, List #2)



Appendix C: Notes from Small Group Discussions on July 30, 2014

Shaping the Future of Growth and Preservation in Central Massachusetts

CMRPC

Wednesday July 30, 2014

Meeting summary

Attendees

At least 59 participants total

- 5 from 495 MetroWest area;
- 6 from the Blackstone Valley;
- 22 from the Central 13;
- 9 from the Rural 11;
- 6 CMRPC staff;
- 7 from state-wide or multi-regional organizations;
- 4 other state agencies;
- 13 who rsvp'd yes or maybe who did not attend.

Small Group notes

Group 1 Theme: PPAs

Moderators: Kurt Gaertner (EOEEA) and Trish Settles (CMRPC)

- A PDA in the Rural-11 please
- Extend Route 49 (need resources to avoid travel)
- SCORP and Federal plans call for connecting urban populations to rural recreation (some pending)
- Not all rural towns are “cutesy”, some have industrial core, had rail lines once that were used for agricultural transport.
- Wants to be able to walk to shop
- Get agricultural products to market in new ways
- Population loss as an issue; want to avoid long commute (longest commute in the nation)
- Reuse Rutland State Hospital
- DCR properties underutilized; some need rehab; some are hard to access
- Howe Park, Spencer State Forest as an alternative resource, destination
- CCC era buildings should be rehabbed and used
- Route 31 should be an investment priority
- Route 122 Scenic Byway Paxton to Petersham. Tap in to. “Go out there and you will find...”

Group 2 Theme: Commercial and Industrial Areas

Moderators: Victor Negrete (EOHED) and Chris Ryan (CMRPC)

Incentives

- Difficult for towns
- Requirements for out of state businesses
- Changes in criteria
- “teeth” of programs missing (job creation)
- Types of incentives appropriate for towns that require town meeting

- Incentives for incubator space

Access

- Rail assets, other modes to facilitate site development
- Programs/in to promote greater access
- Potential for freight rail to move passengers. Capacity?
- Study system capacities
- Access available, but environmental considerations are prohibitive
- Types of industry
- Distance from 495 to Boston... "Lack of cohesive marketing"; Biotech

Group 3 Theme: Town and Village Centers

Moderators: Larry Field (EOHED) and Eric Smith (CMRPC)

Mixed use and Mill Redevelopment

- Keeping Charm is Challenging
- Private sector investment versus Planners goals; with infill
- "Easier to dig a hole" versus Brownfield
- Helps Feds and State have Id'd
- What do you get from tax benefit?
- "Creating a sense of place"
- Some places don't have a downtown
- But find places to put residential without special permit?

Issues with infrastructure

- Increasing traffic

Challenges

- Parking
- Transit
- Pedestrians
- Services where people are
- Building code

Other

- The sites identified as state PDAs are "Rehash" and have been progressing 20 years and they are generally moving forward. Do they need this process?
- Voted those areas have needed planning funds
- Not spread out more
- West Boylston already progressing with Worcester Corporate Center.
- Disappointed no Rural-11 PDAs
- Surprised by Sturbridge development in and around 20/84/90
- Sturbridge has PPAs nearby and especially with river as a development opportunity.
- Tourism and related economic development opportunities exist in Sturbridge
- Little consideration of need in the area
- Balance to bringing in new sites and progressing others
- More parity; size; wealth
- 5 year review
- Southbridge as a hub type of community; decaying building infrastructure

Appendix D: Planning Resources

| ZONING & PERMITTING |

Chapter 40R/Smart Growth Zoning

Chapter 40R rewards cities and towns for adopting Smart Growth Zoning and streamlining the development process by providing as much as \$600,000 in upfront incentive funds, plus an additional \$3,000 for every new housing unit created. For more information, please visit: www.mass.gov/hed/40r.

Compact Neighborhoods

This is a new tool, similar to Smart Growth Zoning (40R), but it has different residential density and affordability requirements. Participating communities are eligible for preference in discretionary funding and possible Chapter 40B relief. For more information, please visit: www.mass.gov/hed/community/planning/compact-neighborhoods.

Chapter 43D – Expedited Permitting for Housing and Economic Development

To be eligible for 43D designation, a municipality must provide for local permitting decisions on its designated priority development sites within 180 days of a complete application. This expedited permitting is attractive to developers, increases your visibility and is rewarded by preference in discretionary funding. For more information, please visit the Massachusetts Permit Regulatory Office's (MPRO) Chapter 43D webpage: www.mass.gov/hed/business/licensing/43D.

Open Space Design/Natural Resource Protection Zoning (OSD/NRPZ)

This is a zoning tool to permanently protect natural resources and open space. It includes elements of conservation subdivision regulations and cluster development bylaws and is used to regulate new subdivisions of land in a manner that maximizes the protection of natural resources (wetlands, forests, agriculture lands, open space) while providing for new construction and adequately compensating landowners. For more information, please visit: www.mass.gov/envir/smart_growth_toolkit/pages/mod-osrd.html

Transfer of Development Rights (TDR)

TDR is a regulatory strategy that harnesses private market forces to accomplish two smart growth objectives. First, open space is permanently protected for water supply, agricultural, habitat, recreational, or other purposes via the transfer of some or all of the development that would otherwise have occurred in these sensitive places to more suitable locations. Second, other locations, such as city and town centers or vacant and underutilized properties, become more vibrant and successful as the development potential from the protected resource areas is transferred to them. For more information, please visit: www.mass.gov/envir/smart_growth_toolkit/pages/mod-tdr.html

| GRANT PROGRAMS |

MassWorks

The MassWorks Infrastructure Program provides a one-stop shop for municipalities and other eligible public entities seeking public infrastructure funding to support housing and/or economic development opportunities. The program also supports municipalities with populations of up to 7,000 that may seek grants for road improvements to enhance safety. For more information, including program targets, past round results, or on the application process, please visit the MassWorks webpage: <http://www.mass.gov/infrastructure>

EEA Grants for Land Conservation and Parks Creation and Improvement

Descriptions and application information for the following programs can be found at:

<http://www.mass.gov/eea/grants-and-tech-assistance/grants-and-loans/eea-grants-guide/land-and-recreation.html>

• Conservation Partnership • Gateway City Parks • Land & Water Conservation Fund • Local Acquisitions for Natural Diversity (LAND) • Landscape Partnership • Parkland Acquisitions & Renovations for Communities (PARC) • Recreational Trails

Planning Assistance Towards Housing (PATH)

PATH provides funding to municipalities to increase the supply of housing for a range of incomes by encouraging community-based planning activities that will lead directly to housing production, including: community initiated activities such as education and outreach efforts that support the production of multi-family housing; activities associated with the production of multi-family housing on municipally owned/controlled sites; planning, outreach and adoption of smart growth zoning under c. 40R and other types of high impact up-zoning; other activities leading to housing production including the preparation, update or renewal of Housing Production Plans under c. 40B.

Local Planning Assistance (LPA)

Under CMRPC's Local Planning Assistance (LPA) program, Community Development and Planning Department (CDAP) staff provide hundreds of hours of technical assistance annually to communities throughout the Region. Communities begin each fiscal year with a base of 12 (LPA) hours per year that can increase to a maximum of 20 hours. Additional hours are earned through community participation at various CMRPC events and meetings. For more information, please visit: <http://www.cmrpc.org/local-planning-assistance>

District Local Technical Assistance (DLTA)

The DLTA Program enables Regional Planning Agency (RPA) staff to provide technical assistance to communities for "any subject within regional planning expertise." Although there is no deadline for submittal of proposals for this round, the Physical Development Committee will consider projects based upon submittals received by the CDAP Staff. Note that there is limited funding available so the process is competitive. Eligible projects fall into three (3) major funding categories: 1) Planning Ahead for Housing, Economic Development and Preservation, 2) Regional Collaboration in Service Delivery or Procurement, and 3) Other Technical Assistance Requests for Regional Planning Expertise.

Priority Development Area Feasibility Assessments

This project is funded by DLTA. CMRPC has completed a blanket request to assist communities with the planning process and advancement of Priority Development Areas identified in the region's four prioritization's processes. The objective is to provide communities with a packet of information for a Priority Development Area that can be used to guide the community in identifying possible zoning changes, 43D application, grant applications (MassWorks), promotion to developers, template for future analysis of additional PDAs, etc. For more information, please visit: <http://www.cmrpc.org/planning-resources>.

Massachusetts Downtown Initiative (MDI)

DHCD's Massachusetts Downtown Initiative offers a range of services and assistance to communities seeking help on how to revitalize their downtowns. The primary mission of the MDI is to make downtown revitalization an integral part of community development in cities and towns across the Commonwealth. For more information, please visit: www.mass.gov/hed/community/funding/massachusetts-downtown-initiative-mdi.html

Appendix E: Descriptions of CMRPC Subregions

The Blackstone Valley is a defined region with deep roots in the industrial revolution. The Blackstone River Valley contains unique natural and cultural resources that offer special opportunities for preservation. It is a rich patchwork of natural resources, including forests, meadows, vernal pools, wetlands, rivers and tributaries. In addition, the Valley holds a distinctive combination of historic landscapes that include urban centers, towns, villages, mills, and farms. In 1998, President Clinton designated the Blackstone River as an American Heritage River. Few places exist where such a concentration of historic, cultural and natural resources have survived, are so fully integrated and are accessible to the public. Due to these characteristics which provide a common theme, this group of communities were logically grouped to develop a prioritization plan.

Town Administrators in the towns outlying the City of Worcester approached CMRPC to solicit technical assistance to initiate economic development planning. Each of the 13 towns, while not all directly abut the City of Worcester, are within a short and accessible commute and serve as bedroom communities to the City. Thus, the Central 13 was a local grouping of communities most closely tied to the City of Worcester and its local economy.

The Rural-11 Region was defined on the basis of each Town's similarities in size, location and rural/agricultural character. These 11 were also the only remaining communities in the region for which no prioritization process had been implemented. Over the past five to ten years, challenges with municipal budgets in these communities have led to an increase in inter-municipal collaborations to improve cost savings and efficiency. Towns of the Rural-11 Region have explored and/or collaborated on shared public works resources and emergency dispatch. Economic development and job creation in the region is challenging for a variety of reasons, including a lack of highway access and water and sewer infrastructure. In order to promote increased job creation and economic development in a way that is consistent with the character of each of these communities, however, significant timely steps should be considered regionally. Because of the considerable amount of agriculture in the Rural-11 Region, community leaders and CMRPC planners chose to specifically highlight and focus on the agricultural economy of the region.